VOL. CCXXXIX, No. 3101
TWO SHILLINGS AND SIXPENCE

Fit "TripleX"- and be safe
Regd

THE SPHERE
With which is incorporated "BLACK & WHITE"
NOVEMBER 7, 1959

The SPHERE

with which is incorporated The GRAPHIC

– THE WORLD'S NEWS IN PICTURES

WINTER SPORTS NUMBER

SPECIAL ILLUSTRATED FEATURE IN THIS ISSUE

INDUSTRIAL SECTION: DEVELOPMENT IN GHANA

McVITIE & PRICE
Makers of Finest Quality Biscuits
EDINBURGH · LONDON · MANCHESTER

"King George IV"
OLD SCOTCH WHISKY

THE DISTILLERS AGENCY LTD. EDINBURGH · SCOTLAND

Bothersome Buttons Banished!
ON REST ASSURED
REGD. TRADE MARK
NEW QUILTED MATTRESS
London Showroom: 86 Tottenham Court Road, W.1. STOCKISTS EVERYWHERE

Make a meal of it with
Rayner's
INDIAN MANGO CHUTNEY
AT ALL GOOD GROCERS

OPTREX
THE EYE LOTION
RELIEVES TIRED EYES

Avoid colds-breathe
VAPEX
TRADE MARK
inhalant
From your chemist

A drop on your handkerchief by day and on your pillow by night will give you 24-hour protection. The value of VAPEX has been proved in every epidemic during the last thirty years.
From your Chemist 3/-

TIO PEPE
Spain's Dry Sherry
GONZALEZ BYASS

ALL CLASSES OF INSURANCE TRANSACTED
CAR & GENERAL INSURANCE CORPORATION LTD.
83, PALL MALL, LONDON, S.W.1

PUBLISHING OFFICE: INGRAM HOUSE, 195-198, STRAND, LONDON, W.C.2

Registered as a Newspaper for Transmission in the United Kingdom

FOR POSTAGE RATES SEE FRONTISPIECE

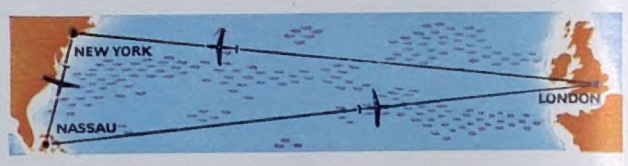
PRICE 2/6

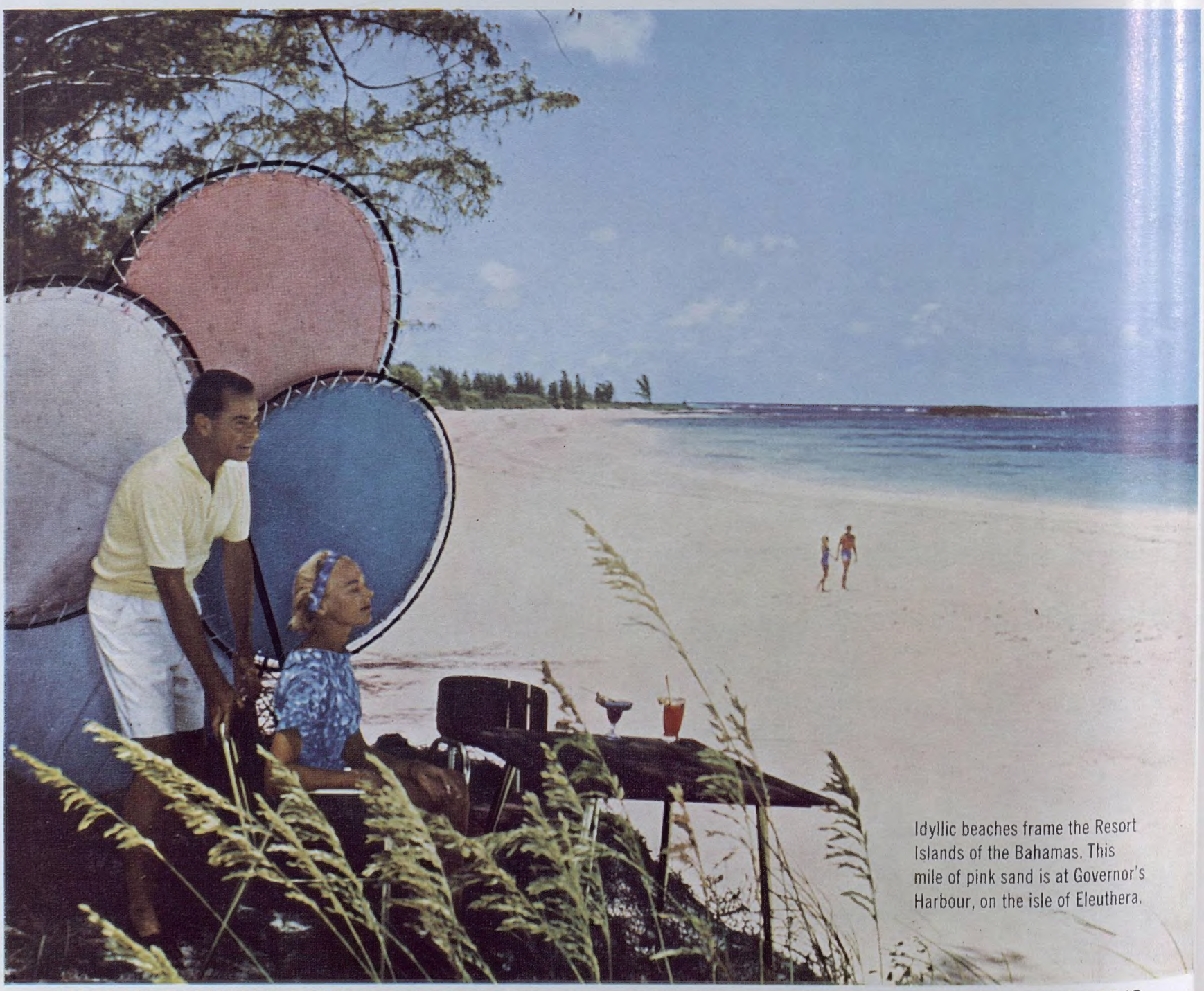
It's summer here all the year round!

Fifteen hours flying time from London to Nassau, only four from New York, and suddenly you feel you are in Paradise! Relax in the Bahamas. Laze along the sun-kissed pink and golden beaches. Go game-fishing, sailing, or swimming . . . the pleasures of the Bahamas are infinite, a wonderland that never tires you.

Isn't it time you discovered the unique charms of these unspoilt islands? The extra cost on the round London—New York flight is very little. What a splendid opportunity to give your wife and family a holiday! With the substantial reductions on Family Plan Fares offered by airlines, a business trip is so happily combined with pleasure. Why not? It's summer in the Bahamas all the year round. And remember you're in a Sterling Area. Please write—or ask your travel agent for further details.

BRITISH *Nassau* and the Bahama Islands





Idyllic beaches frame the Resort Islands of the Bahamas. This mile of pink sand is at Governor's Harbour, on the isle of Eleuthera.

NASSAU, BAHAMAS, DEVELOPMENT BOARD · 21 BERKELEY SQUARE · LONDON W1 · MAYFAIR 0040

The superb Scotch

The more you know about Scotch, the more you like Ballantine's

FROM SCOTLAND'S LARGEST DISTILLERY TO CONNOISSEURS THE WORLD OVER

BY APPOINTMENT TO HER MAJESTY THE QUEEN GOLDSMITHS & CROWN JEWELLERS

REGENT PLATE

The recognised substitute for Sterling Silver

Pair of Candlesticks, $4\frac{1}{2}$″ high. **£4 . 5 . 0.**

Bomb-shaped cocktail shaker with three-fin tail, 10″ high. **£6 . 2 . 6.**

Triple purpose biscuit box. Can also be used as a wine cooler or ice holder. $4\frac{1}{2}$″ high. **£6 . 15 . 0.**

Set of six stag-handled steak knives in case. **£4 . 5 . 0.**

An illustrated catalogue of articles in Regent Plate will be sent free upon request.

GARRARD & CO. LTD.

Crown Jewellers

112 REGENT STREET · LONDON · W.1

Telephone Regent 3021 (11 lines)

Two's company

DORMOBILE CARAVAN

Four's not a crowd

DORMOBILE CARAVAN conversions of Bedford CAS and CAL vans, Thames 15-cwt. and Austin A152 are available in 4- and 2-berth models—both 6-seaters. Prices from £760. ***The 4-berth CAL Bedford shown is £820.*** *Insist on a genuine Martin Walter conversion. Details from dealers or the designers.*

. . . and SIX can tour in perfect comfort. Ideal for all holidays and week-end trips, the DORMOBILE CARAVAN provides beds for four, seats for six, wardrobe, cupboards, table, sink, cooker and water tank. In other words—a bedroom, diner, kitchenette and touring vehicle combined! Find out about this exciting money-saver *now.*

Martin Walter Ltd — PIONEERS OF THE ALL-PURPOSE VEHICLE

Dept. Sp. Utilecon Works, Folkestone

Phone Folkestone 51844 Estab. 1773

World's Largest Producers of Dual-purpose Bodywork

A NEW DESK WITH **A BIG TOP**

For the executive who needs plenty of desk space, and who may hold meetings in his office, this is the ideal desk. The expansive top projects from the pedestals to provide kneespace on three sides. Special features include glare-free working surface, touch-operated flaps, gliding drawers and improved locking mechanism. Available in alternative heights. Stove enamelled in colours to tone with any decorative scheme.

The Conference Desk is the latest addition to the Harvey "400-Style" Suite of office furniture in steel. Please ask for Brochure SE 999.

HARVEY

400-STYLE

Conference **DESK**

G. A. HARVEY & CO. (LONDON) LTD.

WOOLWICH ROAD, LONDON, S.E.7. GREenwich 3232 (22 lines)

SE/7

She will never forget...

...THE MOST ELOQUENT COMPLIMENT OF ALL

The most splendid thing you can give Her is solid gold—the solid gold of the beautifully engraved, stylish **MOVADO** bracelet watch.

Pay tribute to lovely wrists

MOVADO

Sole Distributors: Carley and Clemence Limited, 49 Hatton Garden, London, E.C.1.

For gracious giving...

...OTARD BRANDY, in this fine presentation pack: a decanter of Otard V.S.O.P. Liqueur Cognac and two glasses, *for the price of the brandy alone.* Order from your wine merchant now. Only **57/6** complete.

OTARD *Liqueur Brandy*

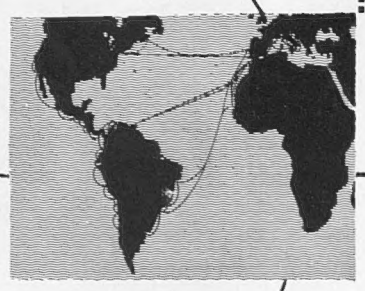
—matured in the vaults of the Château de Cognac itself!

The new smooth gin that mixes in

Clearly distilled Clearly better!

Seagers
OF LONDON
Gin

a great tradition at your service



North and South America - Central America - North and South Pacific

"ITALIA" LINE

35 St. James's Street London S.W.1.
Whitehall 6083

Book direct or through AGENT

Haig in every Home

for Christmas and New Year!

Don't be vague—Ask for Haig

OBTAINABLE EVERYWHERE
AT YOUR 'LOCAL', AT OFF-LICENCES
AND ALL WINE & SPIRIT STORES

HAIG GOLD LABEL

Bottles	37/6
Half Flasks	19/6
Quarter Flasks	10/-
Miniatures	3/10

Entrance to Luxury

. . . and once through the beautiful glass doors, you will find a new and even more elegant May Fair Hotel. Restyled and redecorated from entrances to penthouses, it now presents itself as London's most luxurious hotel. As a background to these innovations, there is still the incomparable service and comfort traditionally associated with the May Fair, providing the perfect background for the private guest and for conferences or functions of any size. It is the home of restaurants of international repute.

LE CHATEAUBRIAND RESTAURANT
for truly outstanding cuisine and exquisite wines in the grand manner.

THE CANDLE LIGHT ROOM
for dining, dancing and cabaret in a unique and enchanting setting

THE MAYFAIR BAR
"the most fabulous cocktail lounge in the world"

May Fair Hotel

BERKELEY SQUARE, LONDON, W.1 Telephone: MAYfair 7777

Members of the American Express Credit Card Plan

Under the same directions:— HOTEL METROPOLE, MONTE CARLO · HOTEL SANS SOUCI, OCHO RIOS, JAMAICA
THE GROSVENOR HOTEL, LONDON, S.W.1 · HOTEL METROPOLE, BRIGHTON

New York Agents: HENRY UTELL · UTELL INTERNATIONAL · ESSEX HOUSE · NEW YORK 19

the new magic of Malta

The world's newest, smart, year-round Mediterranean playground

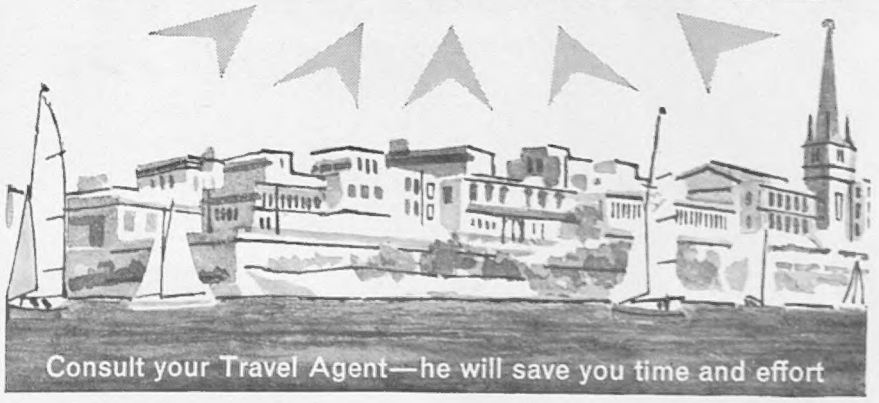
The world has discovered Malta—the international tourist paradise with a magic all its own. It's always summertime, always beachtime in this isle of year-round sunshine. You'll find it all in Malta—swimming, water ski-ing, snorkel-fishing, yachting, polo, golf, tennis. You'll love the quiet warmth of tiny, sandy coves where the skies are bluer, the sea warmer, the sands whiter. In the fine and friendly hotels you'll dine and dance till the small hours of the morning; you'll enjoy the rich variety of an international cuisine or the delicate maturity of local wines and specialities. The night life is casual or formal—the choice is yours. And all around you, in the silver shadows of the grand palaces and cathedrals, Malta's 5,000 years of history seem to come alive. There's no language difficulty in English-speaking Malta.

just forty winks away

six hours by air, and in the sterling area.

Malta

go anytime - it's summertime



Consult your Travel Agent—he will save you time and effort

Fly Springbok

TO

SOUTH AFRICA

AND

AUSTRALIA

Who better than South African Airways to fly you to South Africa! Here are a few of the reasons why more and more people choose to fly Springbok. See your travel agent and he'll give you full details—or ring WHItehall 4488

* *Fast, frequent services. Five a week, in both directions.*
* *Superbly comfortable DC-7B's—aircraft you know and trust.*
* *East Coast and West Coast routes—stop-overs at no extra fare.*
* *Excellent meals and courteous service.*
* *Services on to Australia.*
* *First and Tourist Class on all flights.*

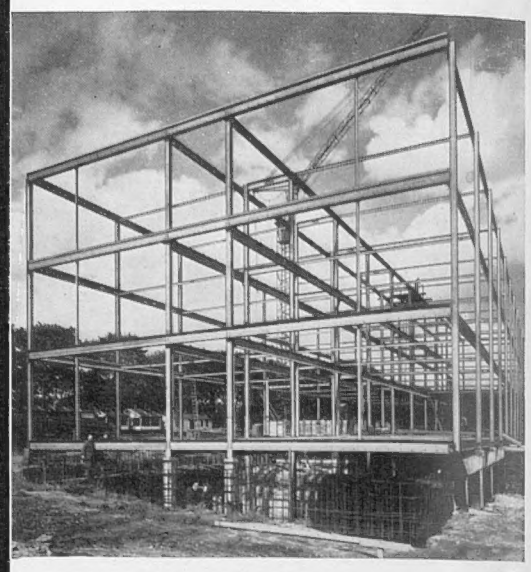
SOUTH AFRICAN AIRWAYS

(in association with BOAC, CAA and QANTAS)

For reservations ring VICtoria 2323

South Africa House, Trafalgar Square, London, WC2. Tel. WHItehall 4488

NOW and in the future...STEELWORK



is quicker, more flexible and is *CHEAPER*

AUSTINS

JAMES AUSTIN & SONS (DEWSBURY) LTD

THORNHILL IRON & STEEL WORKS, DEWSBURY, YORKSHIRE

Telephone: DEWSBURY 1750 (7 Lines) Telegrams: AUSTINS, DEWSBURY, TELEX 55-129

LONDON OFFICE: KIRKMAN HOUSE, 54A TOTTENHAM COURT ROAD, LONDON W.1. TELEPHONE: MUSEUM 1064

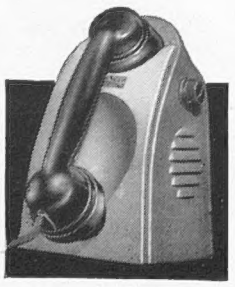
how many working hours do you WASTE?

"Hold the line please." That insidious time-wasting phrase that has become almost a part of our daily working lives. "Just hold on." Exactly how many wasted working hours does it represent? How many minutes per day, hours per week, how much valuable time lost per year? What does the bill amount to in time, temper and money, for what is time but money? But why do it? The answer is here and it's an inexpensive answer too! Just install the FONADEK. The Fonadek sets you free. Free from that constant "holding on" to the telephone, free to attend to other matters during those intervals when conversation is suspended. What's more it enables you, and others with you if necessary, to carry on a conversation without even touching the phone. Why not send for full particulars today? Just write "Fonadek" on your letter-heading. We will do the rest.

FONADEK

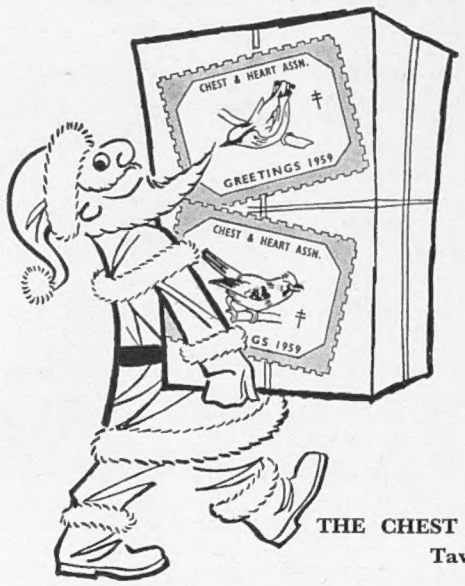
SAVES YOU TIME

...saves you money too!



By Appointment to H.R.H. The Duke of Edinburgh, Suppliers of Telephone Amplifiers.

FONADEK (BRANSON) LTD
DEPT. SP.
VIVIAN RD · HARBORNE
BIRMINGHAM 17
TELEPHONE: HARbourne 2267/8



gay British Birds-

YOUR CHRISTMAS MESSENGERS

Each seal sold will speed the prevention of Chest and Heart illnesses.

Sheets of sixty seals: five shillings

THE CHEST AND HEART ASSOCIATION,
Tavistock House North,
London, W.C.1

Visit the world's most exclusive corner

GREECE AND ITS ISLES

and discover for yourself the secret of its appeal

Inclusive tours from London back to London from £63. For the young at heart 8th April 1960 for Easter; 28th June 1960 for Epidaurus Festival; 29th July 1960 for Olympic Games, Rome on return; 30th August for Isles of Greece cruise by sailing caique.

t.s.s. AEGAION for Isles of Greece cruises. Mondays from £30.

TURKEY-GREECE 15 DAYS INCLUSIVE
Venice back to Venice, £108

OCEANWAYS S.S.A. LTD.
23 HAYMARKET, LONDON, S.W.1

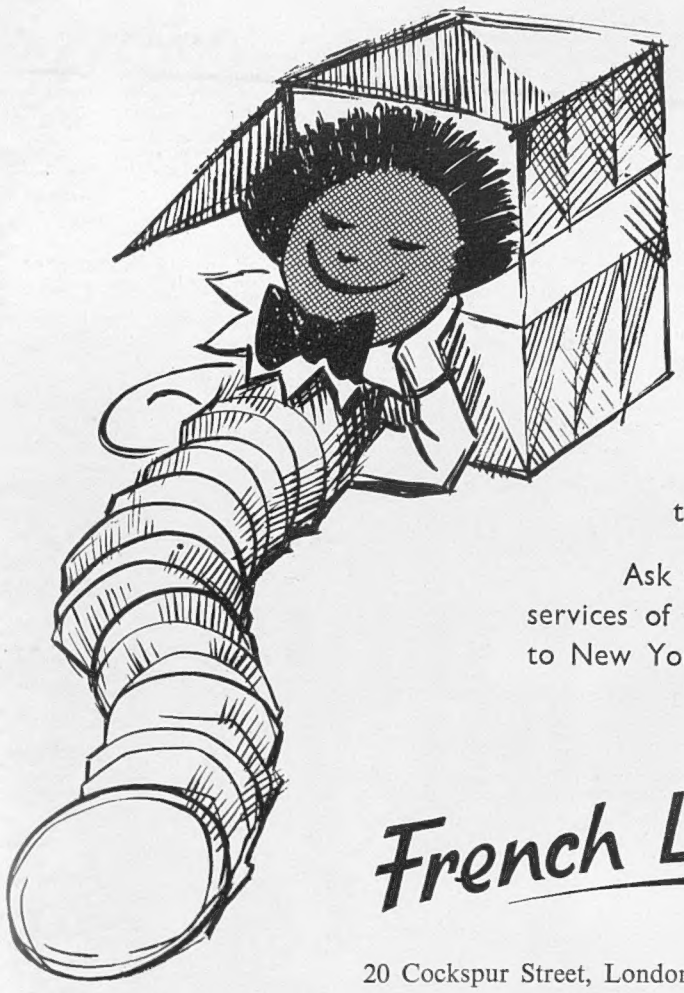
ADVANCES

£50 — £10,000
Without Security

THE EDGWARE TRUST LTD.

28, Mount Street,
Park Lane, London, W.1.

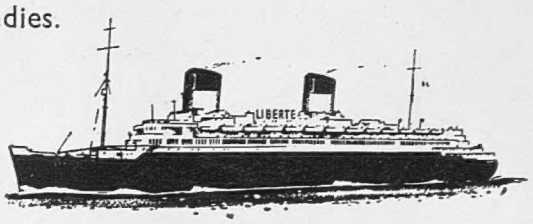
Telephones:
MAYfair 0751 & HYDe Park 6452



Relax for a change

Certainly a change for Jack to come out of his box and take it easy — No wonder he looks so happy. Why not follow his example and "let-up" now and again — there's nothing like a sea voyage to refresh your zest for living, especially if you choose the splendid ships of "France Afloat."

Ask your Travel Agent about the excellent services of the French Line from Southampton to New York and the West Indies.



French Line

20 Cockspur Street, London, S.W.1. Telephone: TRAfalgar 9040, and Travel Agents.

CRUISES

and Regular Service

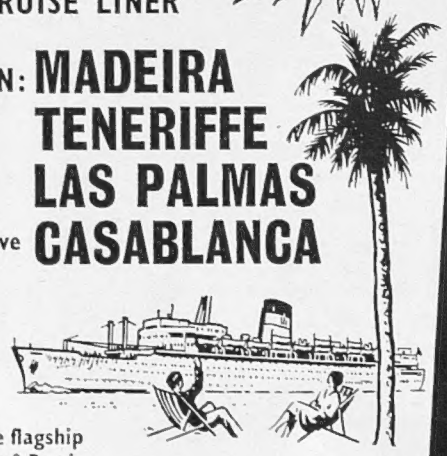
Winter in the Sun

by TRANSATLANTIC CRUISE LINER

Q.S.S. *"Arkadia"*

SOUTHAMPTON: **MADEIRA TENERIFFE LAS PALMAS CASABLANCA**

December 1959-APRIL 1960 from £75.



Winter in Morocco

24 days from £174.17.0 inclusive
A 12 day conducted tour, visiting the Imperial Cities of Morocco including RABAT MARRAKECH and FES.

A Major Cruise

in conjunction with the Greek Line flagship T.S.S. "OLYMPIA" to the Mediterranean & Russia.
From £360 leaving Southampton on Feb. 5th. 1960. 51 days · 24 ports · 11,470 miles.

To Canada by Q.S.S. "ARKADIA"

20,260 Gross tons · 19 knots.

Regular Sailings, now and every year from April to December.

LONDON to MONTREAL

(Next sailing to Quebec only Nov. 30th)

Accommodation available First Class and Tourist

Apply your Travel Agent or:

GREEK LINE

28 PICCADILLY, LONDON, W.1. Telephone: REGENT 4141

BOOK

NOW

for your ideal holiday in

GREECE

where every stone is History and every moment a delight

Ask your Travel Agent

NATIONAL TOURIST ORGANIZATION
4, STADIUM STREET—ATHENS

By Appointment to
Her Majesty The Queen
Manufacturers of Grenfell Cloth
Haythornthwaite & Sons Ltd

Ski-wear by

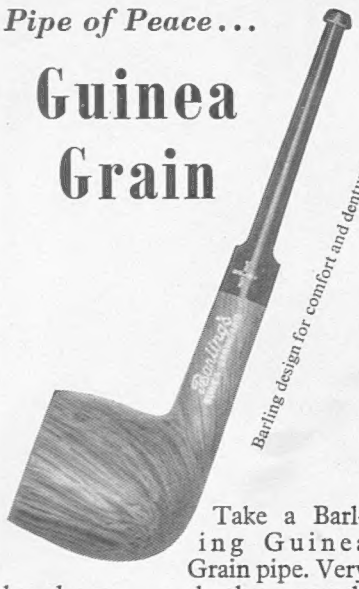
GRENFELL REGD

for all the Family

HAYTHORNTHWAITE & SONS LTD LODGE MILL BURNLEY

Pipe of Peace . . .

Guinea Grain



Take a Barling Guinea Grain pipe. Very handsome—and the overall balanced weight promises comfort. Pack the sturdy briar bowl with your favourite tobacco. How easy it is to hold the special mouthpiece! Now, light up . . . relax and enjoy a really peaceful, cool and mellow smoke.

Also available in Ye Olde Wood, Standard and Sandblast Series

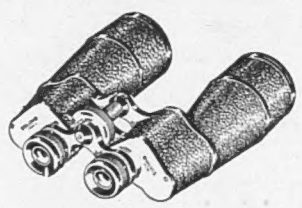
ALWAYS INSIST ON A

Barling

LONDON 1812

B. BARLING & SONS LTD.
Pipemakers in London since 1812

Have you ever looked through a modern Binocular?



You will be very impressed with the clarity and excellent detail, also the remarkable ability of a modern prismatic glass to "see" in poor light. Coated lenses and prisms and scientific construction are responsible for this, giving excellent contrast in the subject being viewed.

We cordially invite you to see the range of DOLLOND BINOCULARS which provide a glass for every sporting activity. Prices from £10 to £57. Please ask for latest Catalogue.

DOLLONDS

28, OLD BOND ST., LONDON, W.1.
Tel.: HYDe Park 5048

HAND-CUT SUEDE JACKETS

These superb HAND-CUT SUEDE JACKETS really are wonderful to wear. Each garment is perfectly tailored in quality English Suede Leather, fully lined and beautifully-finished at Suedecraft's own factory. Made to your own measurements if you wish—no extra charge. Such marvellous colours too: **Green, Grey Blue, Black, Beige, Roan, Tan, Camel, Grotto Blue, Sage and Coral.** And just look at these prices, so much below normal retail cost:—

Ladies' Jackets	From 10 gns.	Matching Berets	32/6
¾-Length Coats	15 gns.	Men's Jackets	From 11 gns.
Full Length	18 gns.	Waistcoats	89/6

Also in smooth Nappa Leather (inc. white) at the same prices. POST PAID

SEND THIS COUPON TO

SUEDECRAFT

To: Suedecraft (Dept. SP1), 3 Manor Street, Bradford 1. (unsealed 2d. stamp). Please send Suede and Nappa cuttings, order form and new catalogue of 20 Styles.

NAME .....

ADDRESS .....

.....

Wetherby Style 12 gns.

RETAIL BRANCHES
7 Beauchamp Place, Brompton Road, London, S.W.3
10 Manningham Lane, Bradford 1

HAPPINESS is every CHILD'S RIGHT

But . . . there are still many tragic lives needing HELP. This voluntary society has 4,500 children (including spastics, diabetics and maladjusted) now in its care.

Donations and Legacies gratefully received by the Secretary

CHURCH OF ENGLAND

CHILDREN'S SOCIETY

(formerly WAIFS AND STRAYS)
Old Town Hall, Kennington, London, S.E.11

SWISSAIR

Fly away to sun and snow

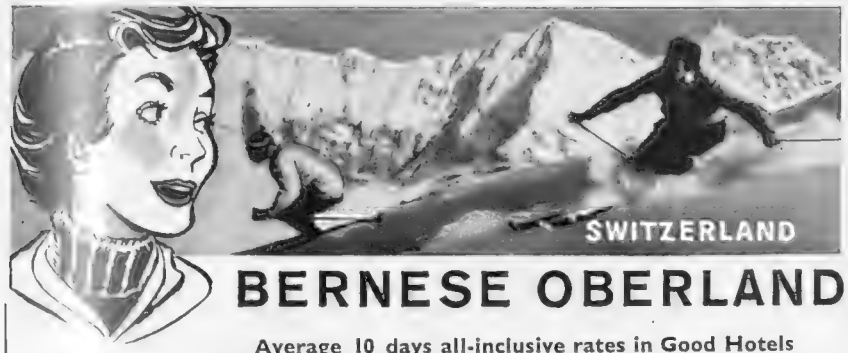
far away from winter murk and gloom! See how wonderful you will feel skimming across the glittering snow on skis or just relaxing in the invigorating Alpine sunshine. Flying Swissair the resorts of Switzerland, Austria, France, Germany and Italy are on your doorstep. And Swissair is, of course, world famous for comfort and hospitality. All-inclusive winter holidays flying Swissair cost less than you think. Ask your travel agent for details.

Jets beginning 1960

fly ✈ SWISSAIR

EUROPE · MIDDLE EAST · FAR EAST · USA · SOUTH AMERICA

Offices in LONDON · MANCHESTER GLASGOW · BIRMINGHAM · DUBLIN



BERNESE OBERLAND

Average 10 days all-inclusive rates in Good Hotels

£20 (room, 3 meals, tips, taxes, etc., included).

Prospectus and information: V.B.O. Office, Interlaken, Switzerland, the Swiss National Tourist Office, 458-59, Strand, London, W.C.2, or your Travel Agent.

ADELBODEN
4,600 feet

A WORLD OF SNOW AND SUN
Special accommodation—including full pension, ski-school and season ticket. 8 ski- and chair-lifts. Curling Coach. Skating. A gay night life. Write to Kurverein Adelboden for the special all-inclusive terms.

GRINDELWALD
3,500 feet

FAMOUS FOR SKI-ING AND CURLING
2 hours from Berne. Road open all the Winter. 30 Hotels. Ski-school. Curling Coach. Skating
Write to Kurverein Grindelwald.

KANDERSTEG

WITH THROUGH COACHES TO THE IDEAL WINTER RESORT FOR RECREATION AND SPORT!
Ice-rink, Curling, Ski-lifts, Chair-lift, Cable railway, Swiss Ski-school, 19 Hotels, 80 Chalets. Apply for Brochure W 11 to Kurverein Kandersteg.

MÜRREN
5,450 feet

... THE RESORT WITH "SKI-APPEAL"!
Swiss Ski-school. Ice-rink, Curling. 11 Hotels, 70 Chalets
Information:
E. A. Sautter, Tourist Office, Mürren.

WENGEN

FOR PLENTY OF SUN, SNOW AND FUN, together with excellent ski-ing conditions, choose Wengen at 4,000 feet in the famous Jungfrau Area
Apply to Tourist Office, Wengen, Switzerland

Off to the snows? You will find everything you could want in Harrods Winter Sports Shop . . . smart, superbly cut clothes for men, women and children . . . the finest equipment . . . practical help and advice from ski expert Lotti Smith.

Harrods

HARRODS LTD SLOane 1234 LONDON SW1

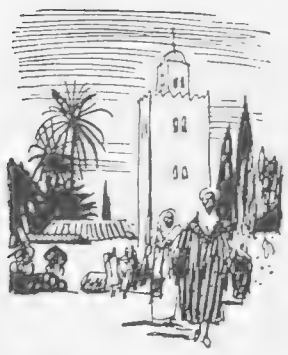
WINTER
SUNSHINE HOLIDAYS

AIR FRANCE

LOW-COST SERVICES TO

MOROCCO

Air France is *the* airline for all the famous North African winter holiday resorts. There are 25 weekly flights to Morocco, with services to Tangier, Rabat, Meknes, Casablanca, Marrakech ; and a daily service to Tunis, with connections to all parts. Remember too, the famous Air France hospitality and cuisine ; an Air France start to your holiday is a holiday in itself. Ask your Travel Agent for details of special low cost inclusive Winter Sunshine Tours.



AIR FRANCE

THE WORLD'S LARGEST AIRLINE

158 New Bond Street, London W1. Grosvenor 9030

Birmingham *Midland 5891/2/3*
Manchester *Deansgate 7831*
Glasgow *Central 8054/5/6*
Leeds *20717*
Liverpool *Central 3119*
Nottingham *51444*
Dublin *79073*

MALTA THIS WINTER

stay at

Hotel Phoenicia MALTA

First class luxury hotel with astonishingly reasonable rates (*en pension* from 49/6 per day with private bath). Supreme comfort, service and cuisine. Dancing every night.

Full information from your Travel Agent or write to Hotel Phoenicia, Malta.

WINTER SPORTS 1959/60

We have planned an exciting programme for you at the best centres in Austria, Switzerland, France, Italy and Norway. All hotels are personally selected for their high standard of food, service and hospitality. Easy, comfortable and economical travel by special train with couchettes or by snowsports sleepers ; Ski-Air Charter or Night Air to Basle or Innsbruck.

Costs from 22 gns. by rail ; from 30 gns. by air.

Special suggestions for families, young people, teenagers and skiing motorists.

Full details & Free Winter Sports literature from:

ERNA LOW

47 (SP) Old Brompton Road, London, S.W.7
KENsington 0911 & 8881

15 DAY

APAL
AIR HOLIDAYS for Winter Sports

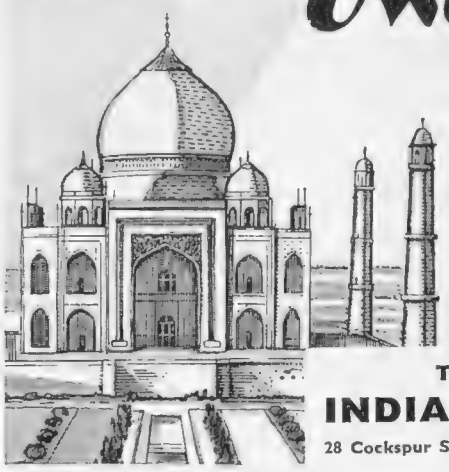
	from
NORWAY	
Geilo, Sinnes, Vatnahalsen	40 gns.
SWITZERLAND	
St. Moritz, Wengen, Villars, Gstaad	58 gns.
AUSTRIAN TYROL	
Seefeld	41 gns.

Apply for full details to :

APAL TRAVEL LIMITED
78, NEW OXFORD ST., LONDON, W.C.I.
MUSeum 9351/5

India . . .

WELCOMES YOU



. . . to the richest experience of your life ! India—with all her glamour and modernity—is only a few hours away. Make plans now to enjoy her wonders.

For illustrated brochures and suggested itineraries apply to your Travel Agent or

THE GOVERNMENT OF INDIA TOURIST OFFICE

28 Cockspur Street, London SW1 Tel: TRAfalgar 1718

Go CIT ITALY

15 days from £28 15 0

WINTER SPORTS & SUNSHINE HOLIDAYS

For the finest holiday value on the Continent, get the new CIT Winter/Spring programme. Write for it today, and choose from a wide selection of wonderful economy tours.

Typical 15-day inclusive tours :

COLLE ISARCO . . . . From **£28. 15. 0**
RAPALLO and FLORENCE . From **£40. 10. 0**
8-day Christmas Tour to ROME . . . . . From **29 GNS.**
14-day Easter Tour to ROME . . . . . From **59 GNS.**
13-day MEDITERRANEAN CRUISE . . From **£65. 0. 0**

Name.....
Address .....
..... (*TS. 7.11.59*)

CIT | (ENGLAND) LTD., 10 CHARLES II ST., LONDON, S.W.1

SPECIAL OBERAMMERGAU TOURS

by MOTORWAYS

OBERAMMERGAU & AUSTRIAN MOTORWAY

14 days at 72 gns. inclusive

OBERAMMERGAU & GERMAN MOTORWAY

15 days at 95 gns. inclusive

The cost includes first class seat reservations to see the Passion Play.

Regular departures from London by our new luxury fleet of Pullman Coaches.

Write immediately for advance details of these and many other 1960 tours to:—

MOTORWAYS (OVERSEAS) LTD.
Dept. SP, 47/48, Piccadilly, London, W.1.
Tel: REGent 6936/8 (or Agents)

Getting the right slant on Ski-Wear

Before you go ski-ing this Winter get all the advice you need on winter-sportswear here at Moss Bros. What to leave out as well as what to take with you. Moss Bros ski-wear for men, women and children is the latest in fashion and trend because, each year, we select the most up to date Continental designs. At Moss Bros you can also Hire all essentials at a moderate fee for the whole period of your holiday. Why not call in or write for illustrated catalogue today? Monthly subscription terms available.

MOSS BROS LTD.
OF COVENT GARDEN W.C 2
THE COMPLETE MAN'S STORE

Nearest Station Leicester Square
TEMple Bar 4477
Open every Thursday until 7 p.m.
AND BRANCHES THROUGHOUT THE COUNTRY

Saas-Fee Switzerland

WINTER SPORTS

HOUSE PARTIES IN AUSTRIA

Much more fun by *flair*

★ Couchette travel
★ All hotel costs
★ Ski instruction
★ Skis, sticks and boots hire
★ Ski hoist

ALL INCLUSIVE FROM **39** GNS

Programme from
MILBANKE TRAVEL LTD.
164 Piccadilly, London, W.1.
HYDe Park 9761
Or your local agent.
Member Association of British Travel Agents.

WINTER HOLIDAYS
THE SWANWAY

WINTER SPORTS

8 Days from	£23	19	0
10 Days from	£26	6	0
15 Days from	£32	3	6

ALSO SWISS HOUSE PARTY HOLIDAY. Something really new and unique, includes Ski Instruction, Hire of Equipment, Entertainment Programme, etc.

OVER 600 HOLIDAYS in 50 different resorts await your choice

FILM SHOWS and talks on ski resorts, equipment, clothing, etc. by a Swiss Ski Expert, are given every Thursday. Admission free. Tickets from our office.

SWANS TOURS
ESTB 1920

WINTER SUNSHINE

PARIS	5 days	£13	14	0
NICE	8 ,,	£28	1	0
ITALY	8 ,,	£34	6	6
SPAIN	15 ,,	£41	17	0
TANGIER	8 ,,	£57	16	0
PORTUGAL	15 ,,	£53	2	0
CANARY ISLANDS	15 ,,	£82	18	6
SOUTH AFRICA	51 ,,	294 gns.		
EAST AFRICA	15 ,,	294 gns.		
WEST INDIES	18 ,,	290 gns.		
INDIA	16 ,,	387 gns.		

ONLY SOME OF THE MANY WINTER SUNSHINE SUGGESTIONS

Apply for free copy of our 48-page Illustrated Booklet "Winter Sport and Winter Sunshine." Over 1,000 Holidays throughout the World.

260 (14W) TOTTENHAM COURT ROAD (OXFORD STREET END), LONDON, W.1
Tel: MUSeum 8070 (12 lines) and local Agents · Members Assoc. of British Travel Agents

UNIQUE SKI INSURANCE

is now available to members of

The Bewlay Travel Circle

Details of this special Winter Sports insurance, as well as other facilities, may be obtained from

The Secretary
138 PARK LANE, LONDON, W.1.
Telephone : MAYfair 9653

WORLD SPORT & TRAVEL SERVICE
(LAIRDWAYS LTD.)

Presents WINTER SPORTS IN

SWITZERLAND (64 pages). Covering 42 resorts for individual holidays; 10 Party Centres; School and Young People's Parties; Spring Ski-ing and Touring; Family Parties; resort information and ski-lift tables, etc.

NORWAY (28 pages). Covering all major resorts; six Party Centres; eight Inexpensive Party Centres; Ski Touring.

AUSTRIA (24 pages). Covering 13 resorts; eight Party Centres; Spring Ski-ing and Touring, Ski-Lift tables, etc.

ITALY (16 pages). Covering eight resorts; two Party Centres.

FRANCE (12 pages). Covering six resorts for individual holidays.

Separate brochures available on each country.

VIII WINTER OLYMPIC GAMES: A special leaflet on the Games, to be held at Squaw Valley, U.S.A., February 18th-28th, 1960, is available.

Tours are based on air travel.

SPECIALISTS IN WINTER SPORTS and Official Agents for VIII WINTER OLYMPIC GAMES

198-9, SLOANE STREET, LONDON, S.W.1. Tel: BELgravia 6361 (10 lines.)

DOLF WACHTER
Switzerland

JOE HOHL
Switzerland

LONDON WINTER SPORTS CENTRE

Due to the success of this Centre during its first season, extensions have been made to enable the intake for Pre-Ski Training to be doubled. Four top-grade ski instructors have been appointed: 2 Swiss, 1 Austrian and 1 Norwegian, in addition to 2 Ski Advisers. Facilities also include Film Room; Information Bureau and Reference Library; S.C.G.B. Bureau; Winter Sports Holidays Booking Bureau; Buffet; Changing-rooms and Showers. Open for films, lectures and information, and pre-ski training, October 26th.

Special leaflet available.

Owned and Operated by

WORLD SPORT & TRAVEL SERVICE
(LAIRDWAYS LTD.)
198-9 Sloane Street, London, S.W.1
Tel.: BELgravia 6361 (10 lines)

PAL RINHOLM
Norway

HANS SCHMIDT
Austria

For sheer Joie de Vivre
SKI IN SAVOY

SKI · SKI · SKI · SKI · SKI · SKI

ski at
VAL-D'ISERE (6,070-9,350 ft.)
High altitude resort of international reputation. The lie of the slopes, the extent of the snowfields and the network of cableways make ski-ing possible under the very best conditions from November to May.

ski at
COURCHEVEL (6,070-8,860 ft.)
The resort of Emile Allais, creator of the "French Method". Equipment includes a téléphérique, 3 télébennes, a télécabine, 13 lifts and floodlit ski jump. Choice of 50 hotels, from luxury to simple. Season: December to May.

ski at
PRALOGNAN (4,600 ft.)
Top category ski and mountaineering resort. Téléphérique, 3 lifts, skating rink, ski jump. Wide choice of runs for beginners and experts, falling from 7,550 to 4,600ft. Spring ski-ing. Choice of many hotels of sound quality.

ski at
MERIBEL-LES-ALLUES (5,250-8,860 ft.)
Known as "the sunny valley of the hundred runs". Mechanical equipment includes 3 télébennes and 3 lifts. Cableways provide a link with Courchevel. Season extends from December to May. Favourite resort of a distinguished British clientèle.

MB MONT-BLANC

SKI IN THE MONT BLANC REGION

3 "Planet" Resorts - CHAMONIX - SAINT GERVAIS - MEGEVE
7 "Satellite" Resorts - ARGENTIERES - COMBLOUX - LES HOUCHES
PRAZ-SUR-ARLY - LES CONTAMINES-MONTJOIE - CORDON-SALLANCHES
SAINT-NICOLAS-DE-VEROCE

Linked together by fifty-two cableways and by bus services. Nine ice-rinks, of which two are artificial. One-hundred-and-sixty-five miles of prepared runs. Choice of three hundred hotels of all grades. Ski-ing in Savoy brings joyful new ideas of what winter sports holidays ought to be, yet French prices are truly competitive and French resorts are close at hand.

Book through your Travel Agent and, for the Winter Sports booklet with relief maps, write to

FRENCH GOVERNMENT TOURIST OFFICE

New Address: 66 Haymarket, London, S.W.1.

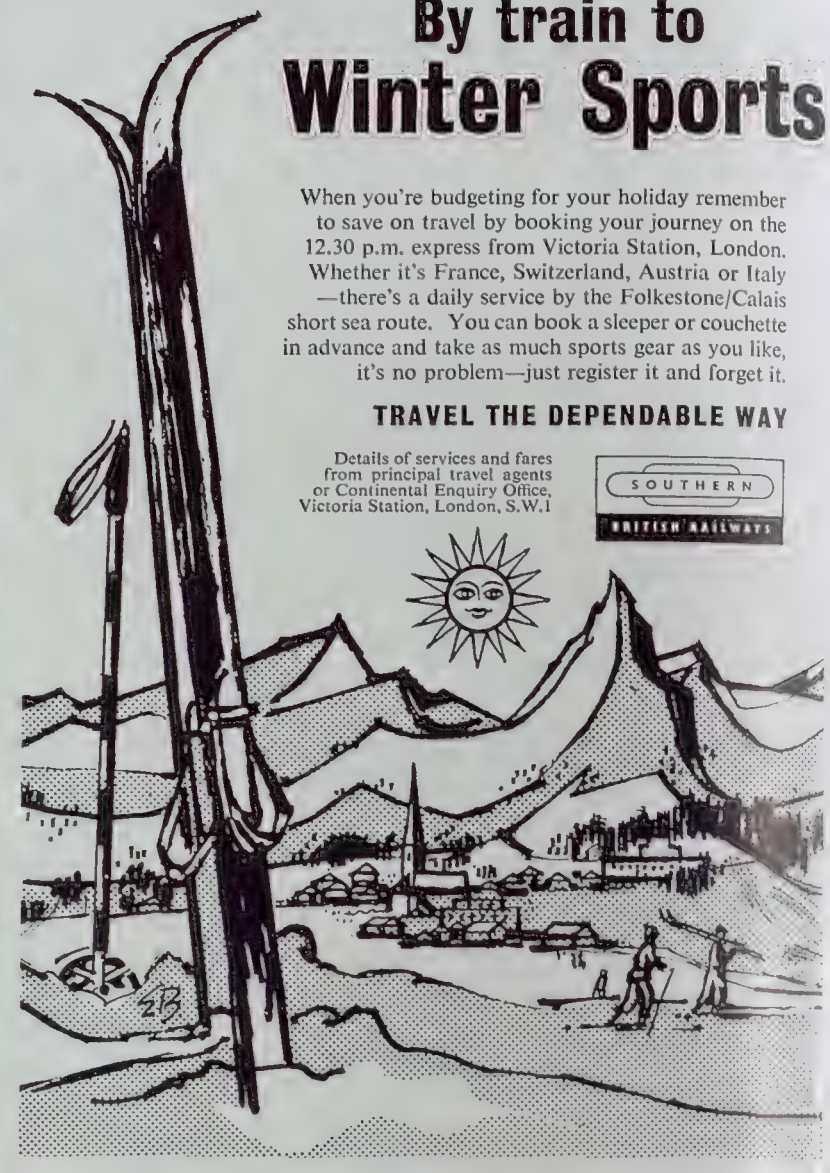
By train to Winter Sports

When you're budgeting for your holiday remember to save on travel by booking your journey on the 12.30 p.m. express from Victoria Station, London. Whether it's France, Switzerland, Austria or Italy —there's a daily service by the Folkestone/Calais short sea route. You can book a sleeper or couchette in advance and take as much sports gear as you like, it's no problem—just register it and forget it.

TRAVEL THE DEPENDABLE WAY

Details of services and fares from principal travel agents or Continental Enquiry Office, Victoria Station, London, S.W.1

SOUTHERN BRITISH RAILWAYS



Winter Sports through COOKS

What a choice Cooks give you—a wonderful selection of superb inclusive holidays at over 100 different resorts! You gain with Cooks' unrivalled winter sports experience—their planned-to-perfection holidays include special features and cater for everyone, from beginner to ski-expert. And now the Travel allowance is unlimited you can have a better, longer holiday . . . so choose yours through Cooks!

HERE ARE A FEW EXAMPLES WITH RAIL AND SEA TRAVEL

SWITZERLAND

Lauterbrunnen ...	8 days	£24	0s.
Adelboden ...	15 days	£38	8s.
Davos ...	8 days	£29	11s.
Leysin ...	15 days	£35	9s.
Grindelwald	15 days	£42	17s.
Zermatt ...	8 days	£30	3s.

AUSTRIA

Parthenen ...	8 days	£21	18s.
Igls ...	8 days	£23	17s.
Ehrwald ...	15 days	£35	17s.
Berwang ...	8 days	£31	14s.
Stuben ...	15 days	£33	16s.

NORWAY

Voss ...	11 days	£24	1s.
Geilo ...	14 days	£30	11s.
Norefjell ...	14 days	£32	3s.
Lillehammer	14 days	£33	13s.

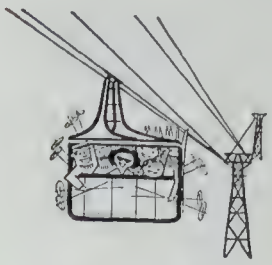
ITALY

Ortisei ...	8 days	£27	13s.
Cortina d'Ampezzo	8 days	£29	6s.
Sestriere ...	15 days	£43	2s.

FRANCE

Megeve ...	8 days	£33	19s.
Val d'Isere	15 days	£38	3s.
Chamonix ...	8 days	£29	3s.

YOU CAN ALSO TRAVEL BY AIR



MEMBERS OF A.B.T.A.

SPECIAL FEATURES. *Guaranteed Couchettes (day seats making up into night sleeping accommodation)—Special Trains—Cooks' Representatives on Trains—Hand-picked Hotels—Resident Cooks' Hostesses at certain resorts.*

★Write for FREE 112-page programme, 'Winter Sports,' to Thos. Cook & Son Ltd., Dept. H/1/LY, Berkeley Street, London, W.1, and branches, or from any office of Dean & Dawson, Pickfords, or appointed agents.

Always Carry Cooks Travellers' Cheques.

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.

Volume CCXXXIX No. 3101

The SPHERE, London, November 7, 1959

The SPHERE

with which is incorporated THE GRAPHIC

© 1959. Illustrated Newspapers Ltd. *All Rights Reserved.*

HEAVY FLOODS IN ITALY—THE SCENE IN VENICE: After heavy rainstorms, St. Mark's Square is transformed into a shallow lake. Italian policemen, equipped with long rubber boots, watch the pedestrian traffic using an improvised footbridge. In the background can be seen one of the large ferry boats which ply on the canals of Venice. The Italian city, which is built on an archipelago of 117 islets, is accustomed to floods which occur with greater or lesser severity every year.

During exceptionally high tides or after prolonged and heavy rain over Northern Italy, St. Mark's Square, in Venice, becomes a shallow lake, crowded no longer with pigeons or tourists. Small rowing boats which normally are used on the minor canals of the city ply round the famous façades, and improvised footbridges are erected for Venetians and visitors who lack thigh-length rubber boots. Last week the weather broke with a vengeance not only in Great Britain but also in Italy. Britain suffered her worst gales for two years and a wave of violent rainstorms passed over Northern Italy. Shipping on the Adriatic was affected and two ships near Naples were in collision. The network of rivers in the northern part of Italy overflowed their banks in many places and there was widespread flooding. In the small Alpine village of Zambana, homes had to be evacuated when a landslip of mud and rocks engulfed the village. It was reported that nearly 400 people were made homeless after the mud had blocked the roads and destroyed houses. The villagers of Castel Mella, near Brescia, were also forced to leave their homes because the village was inundated.

Postage: Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 6½d.

AN EXTENSION TO A LONDON MUSEUM: The new north block is situated on the right of the main buildings of the Natural History Museum, in South Kensington.

INSIDE THE NEW BUILDING: The stuffed animals are in one of the store rooms in the mammal section in the new north block of the Natural History Museum. The various departments concerned have been moving gradually for some months into the new building, which includes a fine, modern lecture theatre. The Natural History Museum, in South Kensington, is part of the British Museum and was opened in 1881 to relieve congestion in the old buildings at Bloomsbury.

A London Newsletter

195-198, STRAND, W.C.2.

A Mixed Grill—The Lord Chancellor, reading the Queen's Speech, indicated that the Government would provide, and Members would have to chew, a mixed grill as *plat du jour*, and a very generous dish. Having long since stolen the clothes of Socialism, the Tories intend to wear them for some time to come and leave their rivals shivering on the brink. Certainly there is no class prejudice or privilege about the first batch of legislation. First to be served come the pensioners. They will be allowed to earn more. Then the disabled pensioners. They will be able to travel about more easily. Then the aged and infirm. For them there will be more homes in housing schemes. Home-help service will be extended and "meals-on-wheels" improved. Then the unemployed. Help to worst-hit areas. Wages paid into banks will be legalised for those who will take them by cheque. Betting and gaming—not a "class" occupation. Betting shops will be allowed for off-course betters, and the police will be grateful. Gaming? The antiquated laws will be "brought up to date." This Bill will test the draughtsmen and committee. Penal reforms. Indefinite sentences on the Borstal pattern will extend to cover all juvenile offenders who merit up to two years, and detention centres will be increased to take the place of short-term prison sentences for young offenders. The tycoons will not escape. An inquiry will be set up to discover where and how the Companies' Act can be reformed. The inquiry will not exclude take-over bids, and sharp practice in building society finance will be checked in the interests of small investors. All these matters should keep Parliament busy and (I should think) co-operative for some time to come. And the Queen's Speech foreshadowed much more besides.

A Buoyant Industry—The Motor Show is certainly our most compelling shop window, with its proofs of British engineering genius and more practical proofs of the world's acknowledgement of that genius. The Premier was the man to open the Show and he tabled the statistics of the chief of our basic industries. It contributes one-eighth of our foreign exchange earnings, employs three-quarters of a million hands, and so far this year has turned out 800,000 passenger cars alone, of which more than half were exported, and 11 per cent. up on last year already. But the manufacturers confidently promise soon enough to make these last figures look cheap. These facts and promises suggested to Mr. Macmillan the need for a couple of gypsy warnings. All depends on the continuance of a buoyant home market and on expanding exports. The second essential brings its own warning. Foreign competition especially in smaller cars grows ever more keen. People in England are attracted to foreign makes and the keener the competition, the harder must it become to sell our products in American and European markets. The expectation of a continuing buoyant home market brought from the Premier another warning which few of us can dismiss as pessimism. With a million new cars turned out yearly, and abundant money at home to absorb the unexported surplus, all recent efforts to expand the roads will lag behind the increasing traffic. This summer in many areas holiday traffic ground to a total halt. Unless we now could double expenditure on our roads and reduce by half the time taken in road construction and reconstruction, the genius and power-pressure of this vital, basic industry will reduce motoring as a means of travel to the speed of shanks' mare.

Nehru's Weak Hand—*Punch's* old English tourist, outraged by the size of his bill at a French hotel, shook his fist in the face of the grinning manager and uttered the time-honoured British threat: "*Très bien, très bien, je paye mais j'écris au* Times." It was all he could do. And it rather looks as if Nehru, facing a grinning and exorbitant Red China, is in the same sad case. He can point out the enormity of the aggression and vow to his own nationals that India will never sit down under such outrages. He can cry "Long live India." But all that is much the same as "writing to *The Times* about it." It relieves the feelings, but not the situation; and to collect a massive world opinion in favour of the justice of one's cause, takes a very long time and many "letters to *The Times*." The big battalions are the best answer to aggression still and, I fear, must remain so until every nation has resolved not only to outlaw war but to outlaw playing with fire. Nehru and India are among the more civilised and sensible of the modern statesmen and world-States. That very distinction is a handicap in the present era of transition towards sanity among nations.

Lord Parker's Remedy—The last three Lord Chief Justices have not packed their punches in criticising the criminal law they must administer. Already Lord Goddard's successor has constantly emulated him. Lord Parker told the Magistrates' Association how appalled he was not only by the increase in crime and juvenile crime but by the long odds which at present exists against detection. He gave an instance of a youth who was caught only after sixty-five successful house-breakings, a rare instance, perhaps, but every magistrate knows how long the average odds are to-day when the offenders are not mere nitwits. The Lord Chief Justice's remedies are, in a nutshell, the restoration of the birch and the cane for beginners, shorter prison sentences given in conjunction with the birch, and a very considerable increase in the police forces, and especially in the trained detectives. It is certainly a remarkable thing that Parliament and Government in recent years have paid so little attention to the advice, based on constant and practical experience, so frequently and so trenchantly given them by the heads of our Judicature. The cranks and criminals and the sentimentalists and the theorists have never had it so good, and law and order, sense and discipline, so bad.

Old School Tie—It was as I feared. In the new Cabinet and administration and in Parliament on the Tory side, the old school tie predominates and gives a handle to those who praise "equality of opportunity" and a "classless society," even if they cash in on "class" all the time. Mr. Macmillan has not found it possible to take my advice, nor have the local Conservative associations! Of course, it is just bad luck. He and the associations had the supreme duty of choosing the very best men for their jobs, and so it fell out, I think, that only two of the new Cabinet received their school education at national schools and that one in five of the Tory M.P.s (seventy-two in all) were educated at Eton alone. Yet a "classless society," if it exists and is favoured by those who decide on administrative office-holders and M.P.s, must not only be "done" but be "seen to be done"; and certainly the Tory majority would not have been so large, if the anonymous votes of very many men who contribute to union funds had not been cast in their favour. These men, so invaluable to the Tory cause, deserve to be better represented in administrative posts. No doubt, the old-school-tie-boys are welcome candidates for a jolly, social club—a name sometimes applied to Parliament. In happy mood, round the cocktail bar, it is pleasant to sing together and swing together the old school songs, and millions of electors are drawn to those handsome, polished lads. But what a triumph for the education afforded by the famous public schools, now under constant fire, and what a puzzle to those who, perhaps because they could not enjoy it, doubt its supreme efficacy in democracy for public life.

Cat-and-Mouse—I passed through Princeton recently on a glorious day, but, even so, I concluded that life in prison there, humanised as it has been in recent times, is grim enough. But I cannot, even so, understand the mentality of a Dartmoor convict, who sees the end in a matter of months of a long sentence, taking a 1,000-to-1 chance of successful evasion from that almost impregnable fortress. It shows that every day out of prison is a day of life gained and that the risk of a longer stretch is worth taking. There may, of course, be criminals who cannot resist a chance offered, even if they can look for release in a few days. In America, we are led to believe, humanity and sentiment give even greater freedom and privileges to criminals. But humanity can be more cruel sometimes than mere summary methods of justice. In San Quentin Prison, California, Caryl Chessman had been under sentence of death for nearly twelve years, when once more a stay of his execution was granted. In prison he has written best-selling novels and the profits have fee'd many lawyers. This "stay" is likely to defer his execution at the worst for another year, but even this relief does not alter his considered judgment that death in the gas-chamber may be better than playing cat-and-mouse with death and the lawyers for the thirteen best years of life. But I feel sure that now at last he will cheat the gas-man and live, if it can be called living, to write more best-sellers.

Parsons' Wage-Packets—A statement by the Church Commissioners on parsons' stipends, it is to be hoped, will bring home to the nation that stark fact that parsons almost alone among the useful and busy workers in England have obtained no appreciable benefits from the nation's swiftly-growing affluence. Practically nowhere in England does the vicar receive more than £700 a year and he is by no means freed from many of the responsibilities of house-owners. He may hope for some benefits in educating his family (which may be a large one),

WITHDRAWAL FROM CHELSEA: The 1st Battalion Coldstream Guards march from Chelsea Barracks, in West London. It was their last parade at the barracks, which have been scheduled for demolition. New accommodation for the Army is to be built on the site. The Guards moved to a camp in Lydd, Kent. They had been living at Chelsea Barracks for just about a year.

A STATUE OF SIR WALTER RALEIGH: Mr. John Hay Whitney, the U.S. Ambassador, unveils the monument to the Elizabethan adventurer in front of the Air Ministry building in London's Whitehall. Behind Mr. Whitney is Mr. Selwyn Lloyd. The statue marks the establishment of the colony of Jamestown, in Virginia.

but he has still to clothe and feed them, often run a car, and clothe himself and his wife to fit their duties as parish leaders. The Commissioners do their best to help him. They have at least ensured that no parson receives less than £600 a year. They have promised to spend £1,000,000 on the rectories and vicarages. Their income rose sharply last year and they plan to use £250,000 of it on levelling-up the pittances. Rumour reached me that through shrewder appraisal than the Gallup Polls achieved of the result of the General Election, they made an unusually large capital gain recently. I hoped the rumour was true, but it has been denied; although clearly they have made great capital appreciation from normal investment in industrial Equities. But, true or false, what do the *parishioners* contribute to their shepherd's well-being? Not enough, and not often enough, though the Easter offering, or what is left of it, may pay some tradesmen's bills. But Easter offerings are subscribed by those who go to church, a minority. The parson's job is quite certainly more onerous and difficult than it was. Juvenile delinquency is a challenge he must meet. It is shocking to reflect that many of the teenagers he tried to keep straight soon enough after leaving school are earning more than he, and that scores of cottages in his parish take in, in wages weekly, up to thrice more than comes into the parsonage. The Commissioners alone are alive to the scandalous anomaly. The State could at least grant one relief. The parishioners must first recognise and then practically endorse their recognition that their parsons have no share in their prosperity.

"THE SPHERE"
CHRISTMAS NUMBER

Book your order now *through any branch of W. H. Smith and Son Ltd., or newsagents anywhere, price 4s., postage 6d. extra, or direct (with remittance) from the Publisher, 195-198, Strand, London, W.C.2, who will send an attractive greeting card giving your name as the donor.*

IT is not too early to place your order now if you wish to make sure of catching the overseas mails. There are many pages in full colour besides the cover illustrated *on left*. These include a new reproduction of "Cherry Ripe," Millais' famous painting, which had a sensational success when it was first published in 1880 in *The Graphic* (now incorporated in THE SPHERE); "Dogs Through the Ages," by Pauline Baynes; the "Court Life of the Sun King," by William McLaren; "Christmas in London," by Geoffrey Fletcher; "Still Lifes," by Jan Eversen; a charming Renoir; colour photographs of the Royal Ballet and other colourful subjects. In black and white is a magnificent oil painting by Montague Dawson; articles by W. Macqueen-Pope and George Speaight; and the work of several well-known artists—new and old.

A Gamble in Futures—

The Roman Catholics are fairly strong on the ground in West Sussex, especially in the neighbourhood of Arundel, and I read with interest how Father Fox, of Chichester, is successfully taking advantage of our curious and antiquated laws on gambling and lotteries to raise money to build more churches and presbyteries in his area. A lottery, if it be "only a little one," and the top dividend no more than £100, is legal, and Father Fox has been taking £700 a week for some time by his football pool, and has raised for his purpose in two years already £25,000, half the receipts from the gamble. Six-sevenths of the subscribers are not Roman Catholics, nor are his 200 collectors confined to members of his church. He supposes that the 12,000 heretics who subscribe do so to help a good cause. Some of them, I suppose, may find his scheme the nearest and easiest way in which to enjoy a weekly gamble without hard labour. Father Fox must stay put below £750 profit a week or the Law will frown on him. Meanwhile, until the Lottery Laws are made less foolish, he cheerfully, innocently and lawfully cashes-in on a national frailty to enrich his church, and has the added satisfaction of getting the good work done by the voluntary labours of heretics. *Sic vos, non vobis, mellificatis, apes.* Many a country parson of the Established Church must wish he had thought of the idea first and had not worried so long and so often about the legal implications of a penny village tombola. Perhaps the Bishop of Rome's far-flung discipline allows a little more latitude and worldly-wisdom where the end is so good as to justify the means Anyway, Father Fox, as a pioneer, is having a good run for his idea.

Our Dukes—

The old Duke of Omnium was a Victorian Lord Steyne—an odious, selfish, ill-mannered old rip who received all his life the servile deference he did not deserve and was just the man to wear the Garter as of right. His nephew, Plantagenet, was a dull, good man who detested showmanship and loved hard work, and amid the splendours of his table nibbled dry toast and preferred a chop. Perhaps the last of *his* type of duke was the eleventh Duke of Bedford. Always up to the First World War our dukes received a great deal of public attention and respect whatever their merits, for always they have been good, bad and indifferent. Rank meant a lot in those days and dukes were a race apart. There are still about twenty-five of them, and quite a few are as good and hard-working as Plantagenet, and they deserve all the deference and respect which in very changed times they get. I do not suppose that the ratio of dud dukes has increased since the wars, but the ratio of vulgar dukes may have done so. The publicity which the frailer brethren of the fraternity command to-day is of the type accorded to Hollywood personalities. It is fed on showmanship and stunts and Lido-like practices and it is more limelit than in pre-war days. No doubt, they have to live and keep their heads and remaining assets out of the water and the red. And so, no doubt, they argue, if they have a conscience and a sense of tradition. "*Mais, monsieur, il faut vivre*," they say. "*Je ne vois pas la necessité*," we reply, to those of them whose methods of survival strike us as outrageously second-rate. They let the team down. They are slugs among the strawberry leaves. THE OLD STAGER

OLD MASTERS FOUND

Five Important Canvases Discovered in Dublin

Francesco Guardi, who was born in Venice in 1712 and died there in 1793, has become popular in this country for his real and imaginary views of his native city. The only figure composition recognised as certainly painted by him is the "Saints Peter and Paul Adoring the Trinity," in the parish church of the village of Roncegno, near Trento. Other works, such as the organ panels in the Venetian church of the Angelo Raffale, and two pictures in the museum at Sarasota, Florida, have been variously attributed to his elder brother, Gian Antonio, who was less gifted, or to Gian Antonio and Francesco in collaboration.

It is the superb quality of the five works, recently brought to London after their discovery two years ago in Dublin, that indicates that they are entirely the work of Francesco Guardi. When discovered they were almost completely obscured under layers of dirty varnish and it was only after the long and patient work of cleaning and restoration that their great merit was fully revealed. Nothing is known of their history, but it is surmised that they were taken to Ireland by an Irish nobleman after his Grand Tour. No price can be authoritatively estimated, since there is no precedent for pictures of this sort being offered on the market. They are the property of Mr. Geoffrey Merton, an insurance broker, who bought them on the recommendation of the discoverer, Mr. David Carritt, an art critic.

AN IMPORTANT ART DISCOVERY: "Nymphs Sent to Seduce Two Crusaders" is one of five eighteenth-century Venetian paintings which were found two years ago in Dublin and were recently brought to London. The pictures, representing scenes from Tasso's "Jerusalem Delivered," have been attributed to the Italian painter, Francesco Guardi. When discovered, the canvases were thickly coated with discoloured varnish.

On right—

OF UNKNOWN VALUE: One of the five forgotten works, it is a scene showing Erminia, a pagan nymph, asking a shepherd for shelter from the Crusaders. It is said to be impossible to assess the value of the five canvases.

"THE COMBAT SCENE BETWEEN TANCRED AND ARGANTES": The crusader engages the pagan in a scene depicting "Jerusalem Delivered." Francesco Guardi, who has been attributed with the work, is famed for his architectural views of Venice. He was a pupil of Canaletto.

"ERMINIA FINDS TANCRED WOUNDED": The painting measures 8 ft. by 8 ft. It is hoped that the pictures will be in the Royal Academy Winter Exhibition in London. The exhibition is to be entitled "Italian Art in Britain."

A MASS MEETING IN HAVANA: Stretching back to the waterfront and carrying hundreds of banners, the Cuban crowd listen to their Prime Minister, Dr. Fidel Castro, making a speech from the Presidential Palace. The crowd was reported to number nearly a million people and the speech, which was televised by five broadcasting companies, lasted some hours. Dr. Castro attacked the United States Government for failing to prevent hostile aircraft from using American bases to fly over Cuba or for tolerating such flights. Recently in Havana, while aircraft were overhead, two people were killed and forty-seven injured by terrorists. (Further pictures from Havana are on page 229.)

A MILLION CUBAN DEMONSTRATORS

Dr. Castro's Attack on the United States

"Shock and amazement" were the reactions of the American State Department to last week's attacks on the U.S. by Dr. Castro, the Cuban Prime Minister. Speaking to American news correspondents before the huge demonstration in Havana, Dr. Castro said that he would not tolerate foreign interference in Cuban affairs, and that this included both the United States and Russia. He denied that he was a Communist. While addressing the crowd outside the Presidential Palace he said attacks were made on his Government because "our revolutionary laws have affected foreign monopolies and that is why they attack us and call us Communists, and why they use every possible pretext to hurt our country."

The American statement on the incidents said that all possible means were used to control flights over Cuba by Cuban exiles from Florida. It was emphasised by the State Department that America desired to keep friendly relations with Cuba and would continue its policy of non-intervention in Cuban affairs. The Government were puzzled as to the motive for Dr. Castro's attacks. As regards trade, it was stated, Cuba received preferential treatment from the United States and America was the Caribbean republic's principal market.

THE OPERA SEASON OPENS

With a Performance of Verdi's Opera
" Un Ballo in Maschera "

It seems that Verdi's *The Masked Ball*, which has had a somewhat bewildering career, has at last settled in Sweden, the country in which the events described in the opera actually happened. At various times the setting of the opera has been Boston or Naples. The opera was given at the opening of the season of the Royal Opera House at Covent Garden with four guest artistes in principal roles and Rudolf Kempe as the conductor.

As the Royal Swedish Opera did, when they gave the opera in Edinburgh, Covent Garden have replaced the opera in Sweden at the time of King Gustav III, who was shot at a masked ball on March 16, 1792. An attempt on the life of Napoleon III shortly before the first performance of *The Masked Ball* in Naples, led to the censors passing the opera only if the setting was changed to New England.

Verdi's tale of unrequited love and assassination was sung at Covent Garden in Italian with a mixed international cast. One of Verdi's middle-period works, it appears to have found an established place in the operatic repertoire.

THE MASKED BALL IN PROGRESS: It forms the climax to Verdi's opera, based on the assassination of Gustav III of Sweden. The opera was the opening work of the Winter Season at the Royal Opera House, Covent Garden.

On left—

THE FORTUNE-TELLER: The Italian tenor Gastone Limarilli, as Gustav, King of Sweden, addresses the fortune-teller, Ulrisa, sung by the contralto Oralia Dominguez. It is she who foretells that Gustav will be assassinated.

On right—

DEBUT AT COVENT GARDEN: Aase Nordmo-Loevberg, of the Royal Stockholm Opera, appears as Amelia, the wife of Renato, and beloved of Gustav.

THE LOVERS: Amelia (Aase Nordmo-Loevberg) gestures for Gustav (Gastone Limarilli) to keep his distance. The soprano had not been heard on the operatic stage in London before.

A SCENE FROM "THE MASKED BALL": From left to right in the foreground are Eberhard Waechter as Renato; Joan Carlyle as Oscar the Page; Gastone Limarilli as Gustav of Sweden; and Aase Nordmo-Loevberg as Amelia. Four of the principal roles at Covent Garden were sung by guest artistes. The conductor was Rudolf Kempe.

World Affairs

GHANA'S PLACE IN THE MODERN WORLD

By JOHN CONNELL

AFTER less than three years of full, independent nationhood, it would be foolish and unjust to subject Ghana, as a political and constitutional entity, to a complete and candid scrutiny, conducted in accordance with the criteria applicable to a long-established state in Western Europe. Nations take some time—or they ought to take some time—a-growing. It is the very speed with which all the institutions and all the apparatus of a mature Parliamentary democracy have been evolved in Ghana, and the cheerful self-confidence with which they are flourished under the gaze of any investigator, that some of us (who have no desire to carp at or oppose Ghana's independence) are apt to find a trifle disquieting. Give yourselves time, we want to say, and give us time: you have our respect, our friendship and our good wishes, but wait a bit before we start to make assessments and propounding judgments.

There is this, however, to be added: Ghana is a great and bold experiment in nation-building, but it is by no means the first of its kind. One fundamental, general lesson has emerged from the whole process by which a vast world empire has been transformed, and is still being transformed, into a loosely-knit association of free and sovereign nations: the attainment of national independence, which in the earlier stages is envisaged as an end itself (the only end, indeed, of all political activity), is not in truth an end at all, but a beginning. Others who have travelled this road before can only regard with envious admiration the rapidity, smoothness and ease with which the transference of power was accomplished in Ghana; but it should be realised that this lays a special responsibility on Dr. Nkrumah and his associates, and that Dr. Nkrumah (whatever the rather obvious shortcomings of some members of his Government) shows every sign of being aware of that responsibility.

Independent nationhood within the Commonwealth is not just a constitutional lawyers' abstraction. It is a political fact, implicit in which is a whole array of practical, day-to-day transactions and relationships, which cannot be ignored or dodged. The Commonwealth itself is an adult, subtly unassertive and undemanding association. But there are those in it who have been there a long time, who have sacrificed much on its behalf, whose faith in it is unbreakable, and whose understanding of its purposes is profound. Their welcome to a new member, such as Ghana, is unaffectedly sincere; but it also has about it a shrewd detachment, which is salutary.

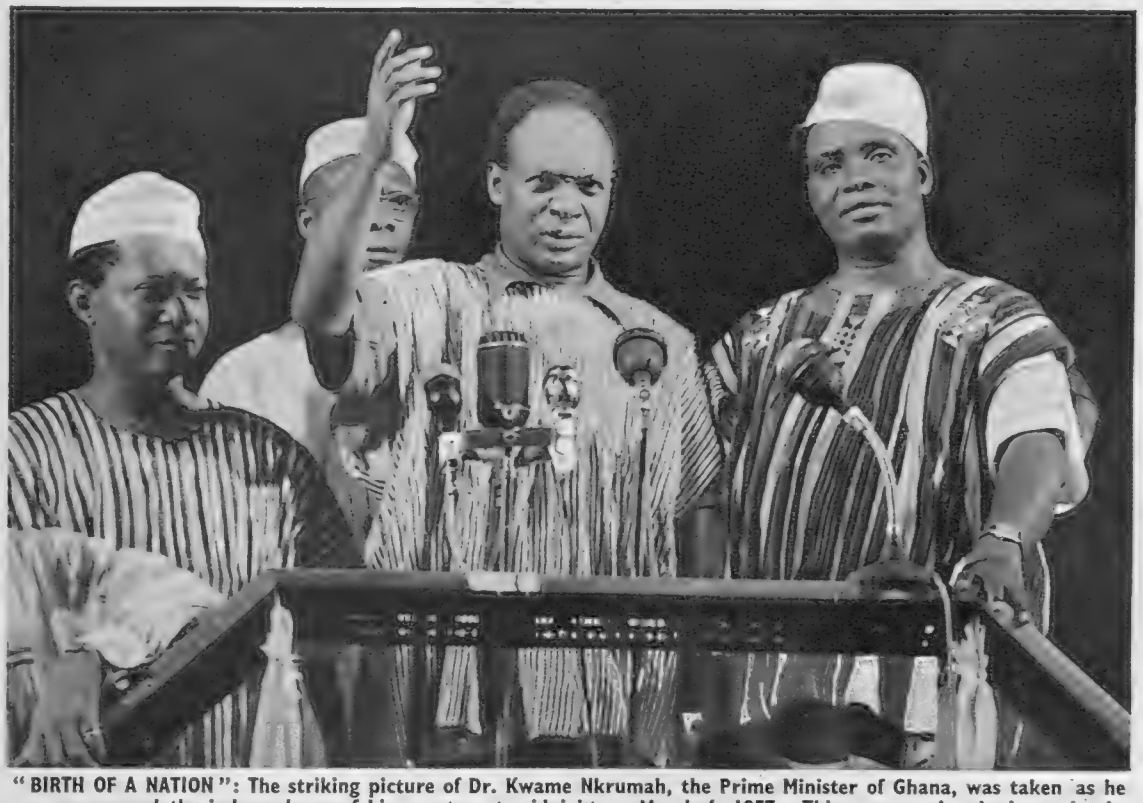
The pattern of society which Ghana will develop internally is, to a large extent, her own affair. Mercifully there is no problem of a European settler minority, further to complicate and bedevil the far from negligible task of building a cohesive, unitary society out of the jumbled fragments of a broken-down tribal order and the remains of a vanished, benevolent colonial administration. Nobody else can perform this task except the people and Government of Ghana; others can only give advice and help when asked.

This is where Ghana's external relations directly impinge upon and may deeply affect her internal growth and development. Before and since the General Election in the United Kingdom there has been a great deal of loose, rather high-flown talk about "aid to the underdeveloped countries of the world"; in so far as this is capable of being translated into practical terms, it appears to be conceived to be a noble and necessary gesture in the form of financial gifts or loans, from the "haves" of Britain and Western Europe to the "have-nots" of Africa and Asia. The tender conscience and the restless guilt-complex cannot, however, be so easily and so perfunctorily appeased.

Father Trevor Huddleston, in a recent letter to *The New Statesman*, asserted that the only issue which really mattered in the General Election was Africa, and went on to admit, with characteristic frankness, that it was to him a fearful disappointment when he saw that, in the moment of decision, it counted for so little. He continued: "The point is that, whilst we have never had it so good, thousands of Africans have never had it so bad; and that, in emphasising our desire to have it even better, we let Africa drop out of the picture almost entirely."

The emotional force behind these observations is admirable. But what is their factual content? I concede without hesitation that Father Huddleston's indictment is true of the Union of South Africa, for which the British electorate bears no responsibility at all. It is not true of the vast regions of Africa for which the British Government and Parliament—and through them the electorate—are still responsible. And it has no application at all to an independent Ghana. If the British electorate showed no particular interest in Ghana's problems and opportunities, it was because since the previous election they had been specifically and completely relieved of authority over and responsibility towards Ghana.

British friendship towards Ghana, which is genuine and unforced, has to show itself in other, less flamboyant ways. But the initiative, for a dozen or more historical reasons, has to lie with Ghana. I believe that since the attainment of independence Ghana's most successful, as well as most beneficial, external relationship has been with Israel. It infuriates the leaders of the United Arab Republic: and that, of itself, is to my mind an excellent reason for regarding it with approval. But, of course, it has a much more profound and durable intention—or, rather, a whole series of intentions. Israel maintains a fair-sized diplomatic mission in Accra, and there is a constant inflow of technical and other advisers and helpers. When I was in Jerusalem last summer, the most noticeable, the most colourful, the most cheerful of foreign visitors were certainly the groups of Ghanaians in the hotels, on the campus of the Hebrew University, in the ante-rooms of the Foreign Ministry and in other, more remote, less crowded places.



"BIRTH OF A NATION": The striking picture of Dr. Kwame Nkrumah, the Prime Minister of Ghana, was taken as he announced the independence of his country at midnight on March 6, 1957. This was a prizewinning print in the 1957 British Press Pictures of the Year Competition sponsored by *Encyclopædia Britannica* and the Institute of British Photographers. It was in the selection of pictures published in *The Sphere* at the turn of the same year.

I am not so bland and so short-sighted as to believe that Israel's manifest and eager interest in Ghana is entirely altruistic. From her point of view this connection gives her a most valuable fly-over across the barriers of Arab hostility and economic boycott to the markets and sources of raw material which she urgently needs. But of the benefits which can accrue to Ghana from a close and lasting association with Israel I am in no doubt at all.

First and most important, this is a "straight" relationship, and is not haunted by any sad, oppressive emotional overtones. Not only is Israel free from every taint of colonialism: her people have re-established their nationhood after centuries of exile, persecution and social, political and economic inferiority. The achievement of national independence, though Israelis appear superficially to make as little fuss about it as possible, is a vivid and recent reality in their lives. They can and do communicate their sense of that experience to Ghanaians. The result is a certain delighted and delightful disappearance of tension on both sides.

Israelis have all the scientific and technological *expertise* which Ghana needs and admires. They can, and do, give freely of their store of it, with no sense of patronising, of a favour bestowed on one side and accepted on the other. To Ghanaians their relationship with Israel is a fulfilment, on the most realistic and practical plane, of their imagined ideal relationship with the British. Israelis are to them substitute elder brothers or wise and helpful uncles, with none of the inhibitions and difficulties which are obvious in almost every relationship with the real elder brothers and uncles, the British. The element of irony, of comedy even, in such a situation should not blind us to its value. If Ghana supplies a bridge for Israel into a region in which her long-term trading and mercantile interests are bound to be, Israel can supply a no less important bridge for Ghana.

It is the bridge into the modern age. It is a long way from the primitive, tribal society which my father knew and served when he went to the Northern Territories of the Gold Coast as a senior medical officer exactly forty years ago. Ghana has bustled along that road politically at a cracking pace. But she is still in an early phase of the industrial revolution through which she must pass; she is hardly within sight of the scientific and technological revolution. Dr. Nkrumah's political horizons and aspirations are enormous—perhaps legitimately so. But the kind of leadership in Africa to which he aspires, if it is not to be as fantastic, as transitory and as tragic as that of Emperor Jones, must be rooted in a subsoil of education, skill, productive capacity and real wealth. The temptation to ignore this grim axiom is considerable. The history of African (and for that matter Caribbean) emancipation bristles with men like Emperor Jones. This is part of an old, perilous heritage that must be discarded.

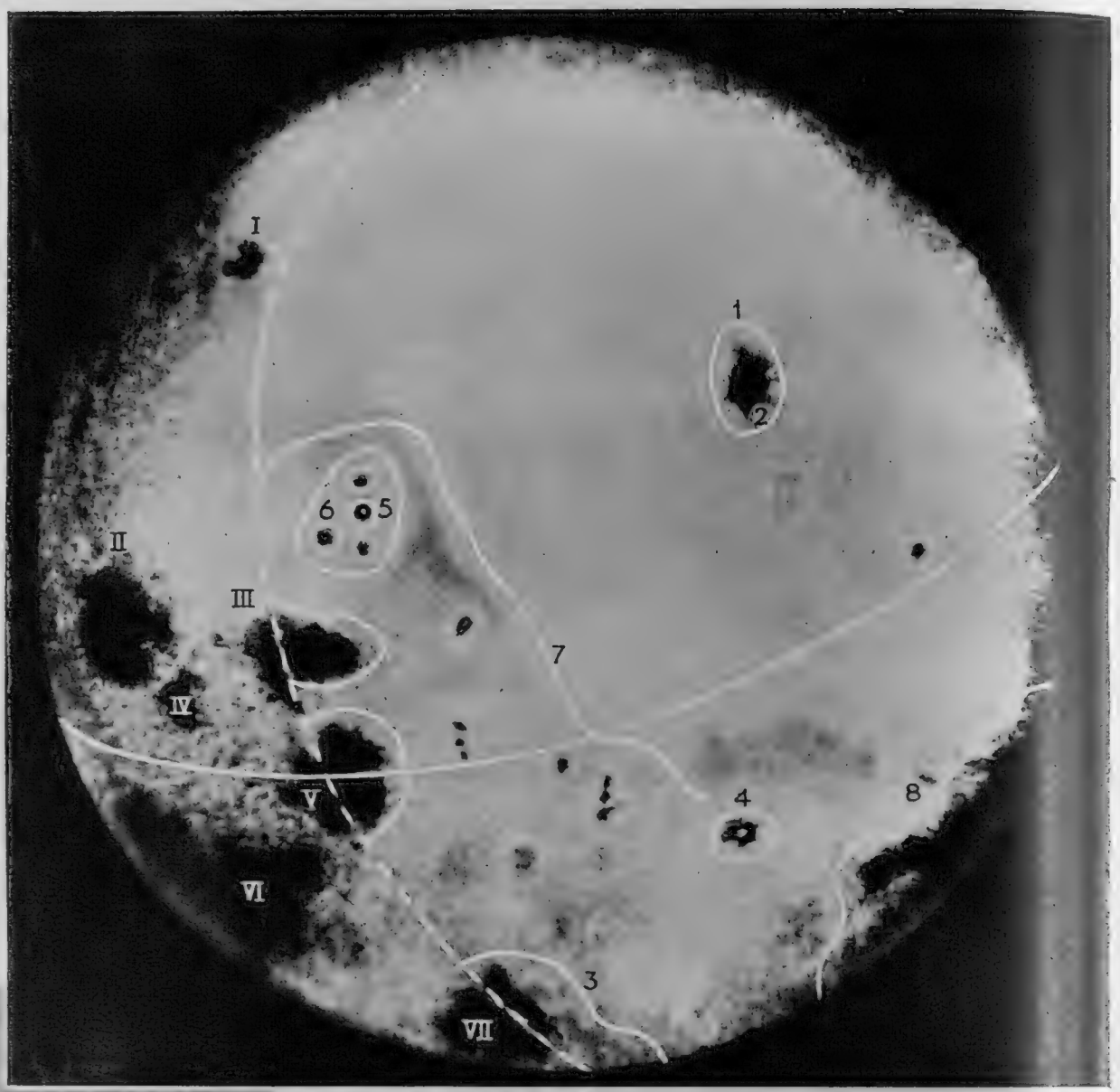
Her association with Israel does not offer solutions to all Ghana's difficulties. But it is a clear and constructive alternative to economic penetration by and subservience to the Soviet Union, just as much as it is an escape-ladder from too close and too permanent a linking with Britain. We should, I think, be grateful for the obstacles it puts in the way of a Communist advance in Africa, and we should not resent the escape-ladder. There is a considerable fund of goodwill towards Britain in Ghana (why indeed should there not be?), but it would be unwise to think that we can draw on it heavily and for a long time. Too great and too obvious an insistence on it will diminish it rapidly.

As we come to expect maturity of thought and behaviour in our ex-dependencies, so we must on our side act maturely and sensibly in our relations with them. Africans are as quick to detect toadying and flattery as they are to resent any lingering traces of former bossy arrogance. They get along well with Israelis, because Israelis are as incapable of buttering them up falsely as they are of trying to boss them around. There is a simple, forthright directness about the outlook and manners of the ordinary Israeli to which Ghanaians respond instantly and with considerable warmth. This is true, too, of Ghanaians' relationships with many of the advisers and experts who have flocked in from other Commonwealth countries, and with a minority of the British. It seems to me the only secure basis on which a new, small, lately emancipated country may found her external policy. We should do our best, in every way we can, to strengthen and stabilise it.

A special section dealing with Ghana's Industrial Development appears on pages 245-248.

THE NEWS IN PICTURES

GHANA'S NEW AMBASSADOR TO THE UNITED STATES: Mr. W. M. Q. Halm, wearing traditional costume, is in conversation with Mr. Wiley T. Buchanan, the U.S. Chief of Protocol. The new Ambassador had just arrived at the White House, in Washington, to present his credentials to President Eisenhower as his country's representative in succession to Mr. D. A. Chapman, who was also Ghana's representative to the United Nations. Mr. Chapman has now returned to Ghana to become Headmaster of Schachimota School. Mr. Halm was formerly Ghana's Ambassador to Israel.



ON THE OTHER SIDE OF THE MOON: After preliminary processing of photographs taken by the Soviet automatic interplanetary station, *Lunik III*, and relayed to Russian scientists, the picture of the reverse side of the moon was released by Moscow. The following are the numbered features: (1) Large (300 km. in diameter) sea crater—named the Moscow Sea; (2) Astronauts' Bay of the Moscow Sea; (3) Continuation of the South Sea on the moon's visible side; (4) Crater of the main Tziolkovsky Hill; (5) Crater of the central Lomonsov Hill; (6) Joliot Curie crater; (7) Sovietsky Mountain Range; (8) Dream Sea. Objects marked with Roman numerals are those on the visible side of the moon: (I) Humboldt Sea; (II) Sea of Crisis; (III) Regional Sea; (IV) Sea of Waves; (V) Smith Sea; (VI) Sea of Fertility; and (VII) South Sea. The solid line going across the diagram shows the moon's equator, and the dotted line is the border between the visible and the invisible sides. The solid lines round objects denote the positively established features, determined in the scientists' preliminary processing and the dotted lines round objects show they need clarifying. Fine dots show objects on which classification is now taking place. On other parts further processing was being done on the photographs.

STORMS IN BRITAIN: The 506-ton motor vessel *Hindlea* is pounded by huge waves after being driven on the rocks at Moelfre, in Anglesey. Her crew had been taken off by the Moelfre lifeboat shortly before she grounded and broke her back. The after-part of the ship is seen on the other side of the rock in the centre of the picture. *Hindlea* was one of the many small ships which faced the fury of the gales last week. Five fishermen lost their lives when heavy seas swamped two fishing yawls near Fraserburgh, Scotland. Heavy rain fell in many parts of Britain, bringing the long, dry summer to an end.

FULL HOUSE IN NEW YORK: The general view from the stage was taken just before the performance of Verdi's *Il Trovatore*, which opened the seventy-fifth season at the Metropolitan Opera House. The opera was conducted by Fausto Cleva. All seats for the opening performance were sold in advance. Of the 250 tickets for standing room, 200 were for the main floor and 50 for the balconies. Altogether there was an audience of 3,600. On page 216 are pictures of Verdi's *The Masked Ball* at the Royal Opera House in London's Covent Garden.

THE WINNER OF THE CAMBRIDGESHIRE: At Newmarket, on going made a little false by heavy showers, the Scottish-trained three-year-old, Rexequus, wins from Anthelion and Thames Trader (nearest the rails). The margins were half-a-length and a head. Rexequus put up the fastest time for the race since Disarmament won in 1931. He took 1 min. 50.8 secs., only 1.2 secs. outside the record. The winner's starting price was 25 to 1; most of the fancied horses were never in the race with a chance. Rexequus, who regularly trains on the sands beside the stables at Dunbar, was ridden by N. Stirk for G. Boyd. It was the first time that jockey or trainer had won a race of this size.

THE NEW JORDANIAN AMBASSADOR IN LONDON: Mr. Anastas Hanania (left) confers with Captain Mislah Odeh Allah (centre), the Assistant Military Attaché, and Lieut.-Colonel Abdallah Bitar, the Military Attaché, at the Jordanian Embassy. Shortly after the picture was taken, Mr. Hanania went to Buckingham Palace to present his letters of credence.

PRINCE PHILIP, THE NEW PRESIDENT OF THE B.M.A.: After the installation ceremony, earlier in the day, the Duke proposes "The Common Health," at the Council dinner of the British Medical Association in Guildhall, London. From left are Lord Kilmuir, Sir Arthur Thomson, and Dr. Wand, Chairman of the Council.

EXODUS FROM KARACHI: A pipe-band plays as the train bearing the first group of Government workers leaves Karachi bound for the new temporary capital of Pakistan at Rawalpindi. It was the beginning of the transference of the Government to its temporary resting place while the new capital is built on the Potwar plateau, near Rawalpindi. The first train left carrying the staff of the President's Secretariat on the two-and-a-half-day journey. The Commission appointed to study the problem stated that the climate of Karachi affected the health of the workers and that too much social contact between the business community and administrative staff was deleterious.

THE NEW ARTS BUILDING FOR CANBERRA UNIVERSITY COLLEGE: The Chairman of the Council of the College, Professor H. Burton, makes his address after the laying of the foundation-stone. Mr. R. G. Menzies, the Australian Prime Minister, who laid the stone, is seated nearest to Professor Burton. The Arts building will be the first permanent building of the Canberra University College, which was founded thirty years ago. Mr. Menzies, in his speech, said he hoped that the College would eventually become one to which students from all over Australia could go to study.

THE NEWS IN PICTURES

GENERAL KASSEM IN HOSPITAL: In Bagdad after a recent assassination attempt, the Premier of Iraq has his left arm and ribs in plaster and his right hand bandaged. He is with the doctors who are attending him and behind are two aides. It was not known when he would be able to leave hospital, but the streets of Bagdad were decorated in expectation. Meanwhile, the dispute on who was responsible for the assassination attempt continued. Communist newspapers in Bagdad marshalled fairly impressive evidence to show that the United Arab Republic were the instigators. On the other hand, Nationalist newspapers begged General Kassem to form and lead a new political party to save the Iraqi regime from Communism.

THE SHAH OF PERSIA: At his private palace in Teheran, Shah Mohammed Reza Pahlevi (right) talks to the Aga Khan. There was great disappointment in Persia that no official announcement was made on the Shah's fortieth birthday of his engagement to Miss Farah Diba, a former art student and niece of a leading Persian architect.

On right—

A week after the shooting affray in a Paris street in which was involved M. Mitterand, a Left-Wing Deputy in favour of a negotiated settlement with the Algerian rebels, the whole affair had become bewilderingly complicated. What was at least clear was that there were plots, counterplots and threats involving personalities of the groups favouring differing policies for Algeria. As far as the shooting affray was concerned, according to M. Pesquet, he and his caretaker carried out the machine-gun attack on M. Mitterand at the latter's request, since he wanted to provoke the Government to take action against extreme Right Wing groups. M. Mitterand admitted he met M. Pesquet three times before the affray, but he said that in the meetings M. Pesquet warned him of an attempt on his life. He maintained that he walked into a trap in which he would either die or be discredited.

SUING EACH OTHER: Outside the court of the examining magistrate in Paris are the two main figures in the case of alleged attempted assassination during the political storm over French policy in Algeria. *Left* is M. Mitterand, a former Minister of the Interior, who described the affair as a "trap." *Right* is M. Pesquet, a former Poujadist Deputy, who claims that he staged a fake attack with his caretaker, M. Dahuron, on M. Mitterand. M. Pesquet is suing M. Mitterand for false accusation and M. Mitterand is suing M. Pesquet for libel.

ON PARADE IN CAIRO: Girls of the Futuwa forces march through the streets of the Egyptian capital during parades on Army Day. This was held to commemorate the anniversary of the establishment of the unified command of the Armed Forces of Egypt and Syria in 1956. Parades of servicemen were held in the major cities of the United Arab Republic.

PREPARING FOR THE GENERAL ELECTION IN ISRAEL: Moshe Dayan, former Chief of Staff of the Israeli Army, speaks during a Mapai Party rally at Rosh Haayin. The election was held last Tuesday to elect a new Knesset (Parliament). In the outgoing Knesset, the Israeli voter had a choice of ten parties; this time he had twenty-four to choose from, but for all effective purposes the major parties were unchanged. There are three Right Wing groups—Progressives, General Zionists, and Herut (freedom); three Left Wing groups—Mapai (in power last time), Ahdut Avodah (Unity of Labour) and Mapam (United Workers); and two religious parties—the National Religious Party and the Torah Religious Block.

THE NEWS IN PICTURES

THE NEW SOLICITOR-GENERAL: Mr. J. E. S. Simon, Q.C., is with his wife after being sworn in as Solicitor-General by the Lord Chancellor. In the centre is Mr. B. H. Erhard, Mr. Simon's clerk. The new Solicitor-General, who is forty-eight years old, was formerly the Financial Secretary to the Treasury and in his new appointment succeeds Sir Harry Hylton-Foster, now the Speaker. Mr. Simon has received a knighthood.

THE NEW GOVERNOR OF KENYA: Sir Patrick Renison signs the visitors' book at City Hall, Nairobi, after he was sworn in as Governor. On the left is Mrs. Needham Clark, the Mayor of Nairobi. In his new appointment Sir Patrick Renison succeeds Sir Evelyn Baring, who had been Governor of Kenya since 1952. Sir Patrick's previous post was that of Governor of British Guiana, a position he had held since 1955; before that he was Governor of British Honduras. Before being sworn in as Governor of Kenya, Sir Patrick stated that there would be no General Election before the Kenya Constitutional Conference next year; the invitation of the Secretary of State for the Colonies to the conference made it clear that the elections would come afterwards. Before leaving for Kenya, Sir Patrick had had talks with the Colonial Secretary and Sir Evelyn Baring.

AN AWARD FOR SERVICE IN MALAYA: The High Commissioner for Malaya, Tunku Ya'acob, presents Lord Ogmore with the insignia of the Order of Panglima Mangku Negara at a ceremony in London. Awards were also presented to ten other people who had served in Malaya. Lord Ogmore was at one time a barrister in Penang. A former Labour Minister, he recently announced his decision to leave Labour and rejoin the Liberals.

On left—
SOVIET DEPUTY PRIME MINISTER IN FINLAND: Mr. Mikoyan cuts the ribbon to open the Soviet Industrial Fair in Helsinki. On his left is the Finnish President, Mr. Kekkonen, and on his right the commissioner for the exhibition. On the first day of his visit to Finland, Mr. Mikoyan watched the Foreign Trade Ministers of Russia and Finland sign a new long-term trade agreement for 1961-65. It was stated that trade between the two countries would increase in the period. Finland's imports from Russia would rise during the period by 10 per cent. and the total value, at present prices, would be about £240,000,000. Finland's exports to the Soviet Union would be about £265,000,000. Mr. Mikoyan spoke of the Outer Seven free trade area project; he said that Russia was opposed to it, but he did not know if Russia's relations with Finland would be impaired if the latter joined.

MULTIPLYING THE BRIGHTNESS OF PICTURES: In his laboratory at the Imperial College of Science in London, Dr. Wilcock is using the device he developed with his research student, Mr. D. L. Emberson. The apparatus can multiply the brightness of a faint picture as many as 50,000 times. Both Russian and American scientists have been working on similar projects and it is known that the Russians have reached a comparable stage of development, but not the Americans. In the present form of the British device the size of the pictures is limited to just under half-an-inch square. Possible applications of the device are for looking at planets; in nuclear physics, for tracking nuclear particles; and in hospitals, offering the possibility, after further development, of reducing the exposure in X-ray examinations.

On left—
CONSECRATING A CATHEDRAL IN NEW YORK: Prelates of the Russian Orthodox Church walk in procession through the gates leading from the Cathedral of Our Lady of the Sign after the consecration ceremonies. Situated between Park Avenue and 93rd Street, the new cathedral was formerly the George F. Baker Mansion. The huge ballroom of the mansion is now the main part of the cathedral and contains the altar. Sixteen archbishops and bishops of the Russian Orthodox Church, from many parts of the world, attended the ceremonies. They were in New York for a fortnight attending a council of bishops.

EXPERIMENTING WITH A NEW FORM OF AIR TRAVEL: The Sikorsky S-60 flying crane carries suspended underneath it an open platform. The altitude is 1,500 ft. and the forward speed 70 knots. Experiments with the platform in Stratford, Connecticut, showed that there was practically no vibration; a coin laid on the floor remained where it was placed. The S-60 is a research vehicle constructed by Sikorsky Aircraft as a joint project with the U.S. Navy.

FOR TO-MORROW'S TRAVELLERS: In the artist's drawing, a future passenger pod is carried by a Sikorsky S-64 turbine-powered helicopter. The pod, which is detachable, is connected with the cockpit and is designed to hold about twenty passengers

On right—

INSIDE A POD: Troops sit in bucket seats inside an experimental pod. Sixteen are carried in seats installed lengthwise and four in seats across at the back. There are windows on three sides.

POD FOR PASSENGERS

An Aeronautical Development in America

The S-60 is a flying-crane helicopter constructed by Sikorsky Aircraft, a Division of the United Aircraft Corporation, at their works at Stratford, in Connecticut. It is a joint development with the American Navy. While the machine was being prepared for military evaluation last summer a simple platform was built to be attached underneath the flying crane and to carry cargo. Oil drums, a concrete mixer, a fire extinguisher and other equipment were carried. The speed and efficiency of the loading and unloading operations were impressive.

Then it was suggested that seats be fitted on the platform to see how it would carry passengers. Among the first four men to fly on the platform was Mr. Igor I. Sikorsky, the founder of the company and now a consultant. With him were three engineers. The result of the flight astonished all of them. There was an almost complete lack of vibration; this was especially noticeable during the machine's transition from forward flight to hovering. When the results of the pioneering flight were examined it was realised that the crude suspension system enabled the platform to achieve a dynamic isolation from the fuselage. On another test flight shock absorbers were fitted as the connecting link between the supporting cables and the platform. Vibration pick-up instruments showed readings of almost zero.

For the flying crane's tour of southern military bases in America a passenger pod was constructed. This was built on an experimental basis. It had room for twenty passengers and could be quickly and simply attached and detached from the S-60. It attracted considerable attention on the tour, its qualities seeming particularly suitable for speedy military operations and the transport of cargoes of a delicate nature. The S-60 is described as a prime mover—the aerial equivalent of a railway engine or a tug. One of the flying cranes would be able to handle a number of pods.

A CARRIAGE FOR AIR TRANSPORT: An experimental pod is pushed into position below the flying crane. Running on four wheels, the pod measures 8 ft. by 16 ft. and weighs about 1,700 lb. The S-60 is capable of carrying a bigger pod.

GOOD VISIBILITY: Passengers in two of the four rear seats in the pod enjoy a fine view. Outside the windows are the tail-wheel pylon of the helicopter, and left of it the suspension for the pod. The good visibility and the lack of vibration are outstanding features.

ON A DEMONSTRATION FLIGHT: The twenty-seater experimental pod is tucked away under the fuselage of the flying-crane helicopter. The pod's suspension system does not allow the vibration from the air-frame to be transmitted to the pod. The flying-crane with the passenger pod was taken on a five-week, 3,000-mile tour of America's southern military bases and the Pentagon in Washington, D.C. It was seen by some of the United States' leading military planners and aviation writers. They were given test flights.

FOR MILITARY PURPOSES: At Fort Belvoir, Virginia, combat engineer troops make a quick exit. The pod has five doors, each for four passengers, and the twenty troops can get out in a matter of seconds. The S-60 is a research vehicle constructed by Sikorsky to demonstrate the flying-crane concept and to gain experience with such machines. The lack of vibration in the pod came as a surprise to engineers on the project and has given it increased value. Delicate cargoes, such as rocket mechanisms, may be carried safely.

DANGERS OF BRIDGE BUILDING

Spanning a Swiss Gorge; Part of an Italian Bridge Under Construction Collapses

Above—**SPANNING A SWISS GORGE: A web of timber is built over the precipitous chasm near Stalden, in the Valais canton. The framework is the first stage in the construction of a new concrete bridge which will carry the road from Visp to Saas-Fee.** It is part of the reconstruction of the narrow road which at present serves the small village of Saas-Fee, 5,900 ft. up in the Alps, near the series of glaciers which flow from the group of the Mischabelhörner. This is the culmination of the enormous Saas-Grat ridge. Until twenty years ago there was no road to the village, now a popular summer resort.

Below—**DISASTER IN ITALY: Officials inspect debris and twisted wreckage, all that remains of one of the sections of the bridge under construction at Barberino di Mugello, near Florence.** The section collapsed, killing four workmen who were working on the bridge. This forms part of the new Italian autostrada, the "Highway of the Sun." An official inquiry started into the causes of the disaster which was expected to delay the completion of the section of the route for some time. The autostrada, which is to be finished in 1963, will connect Milan and Naples. Over 4,000 bridges are being built along the route.

BRITAIN'S BY-WAYS

Because this Issue of "The Sphere" has an Increased Circulation Overseas, we Present, in these Four Pages, a Picture of the Britain which Cannot be Found in Standard Guide Books or Travel Articles

Written and Photographed by ERIC de MARÉ

IN THE SHROPSHIRE COUNTRYSIDE: The trees on each side of the Shropshire Union Canal are reflected in the still waters as the canal narrows into Chirk Aqueduct running alongside the tall arches of the railway viaduct. The aqueduct was part of the work of Thomas Telford, who built more than 1,000 miles of road in Britain.

THE purpose of travel is pleasure. It is therefore a serious business. But how many foreigners make the most of their visits to Britain? They buy a standard guide book and dutifully do what everyone else has done before: gaze at the famous show places and those only. Thus they miss a lot of fun, for so much else exists which most of the guide books do not tell you about—small things, incidental things, unusual things which make up so large a part of Britain's rich, confused and tightly-woven fabric. They are often as beautiful, fascinating and significant as those which are well known and fully documented, and searching for them gives you the enjoyment of personal discovery.

One method of giving purpose to a holiday abroad is to forearm yourself with as much knowledge as possible on a particular subject and to concentrate, in the event, fairly fully on that. The usual guide-book subjects are old churches and cathedrals, old houses and museums. But what of journeying itself—transport and communications? That could fill a fascinating holiday: the search for the prehistoric downland track, the rigid Roman road, the winding medieval waterway, the hidden green lane, the network of canals extending nearly 2,000 miles through a remote and secret world of its own, the turnpike road of coaching days, the early railway, and so on up to the rare example of the well-planned modern motorway. Therein lies a whole history of the country from the trackside earthwork, through the grassy mounds of the legion's camp, the narrow pack-horse bridge hidden among trees in some northern dale, the long coaching town with its coaching hostel, to the grand works of the early industrial era when architecture and engineering were married and enjoyed a brief honeymoon. Even the vast arching railway terminus, the "cathedral" of the Victorian age, proves that age to have been, for all its faults, a great and an adventurous one.

Or you could take one aspect of transport alone: bridges. These stand everywhere in these islands, many of them beautiful and all with a tale to tell, though rarely noticed by the traveller shooting across them in his insulated box. Many medieval examples are still in use: the ribbed Twizel arch still leaps with bold and confident strength across the Twill in Northumberland; the strange Trinity Bridge, or Three-Ways-to-Nowhere, stands in the middle of the small fenland town of Crowland, in Lincolnshire; and there is the old, worn war bridge at Monmouth through whose defensive archway you can only just squeeze into the town.

The bridges which come to mind are the small and charming ones of varying periods along the Cambridge Backs, William Edwards's lovely high arch of stone with its tunnelled haunches built at Pontypridd in the 1750's, and an exotic little affair in the grounds of Stancote House in Gloucestershire, inspired by the Elephant Caves of India. In Scotland I recall with pleasure the only notable example left of the forty military bridges built under the direction of General Wade early in the eighteenth century—that at Aberfeldy with its four stone obelisks marking it as the only baroque bridge in Britain (except Vanbrugh's large but abortive effort, with its submerged rooms, at Blenheim Park which so irritated the first Duchess of Marlborough).

For the greatest bridges are those of the early engineers whose works have only in recent times achieved the appreciation they deserve, especially those of Thomas Telford, born in a Scottish croft and buried in Westminster Abbey. His fine suspension bridge across the Menai Straits, for instance, or his two soaring canal aqueducts of Chirk and Pont Cyssyltau on the Welsh section of the Shropshire Union Canal. And the railways have great things to offer in their viaducts with their long perspectives of tall, rhythmical arches, their breathtaking scale and their complete simplicity, decorated only by an occasional and transient plume of smoke. Digswell Viaduct, near Welwyn in Hertfordshire, or the twin stone viaducts at Chapel-en-le-Frith, in Derbyshire, are two examples.

NO LONGER BRAVING THE HIGH SEAS: In peaceful retirement, a line of colourful figureheads lean out from a wall at the Naval Dockyard at Chatham.

Apart from bridges, many structures were built in the early industrial period whose architectural virtues are too rarely observed; functional, unpretentious, anonymous buildings, but often noble and moving in their wholeness and simplicity. They were the textile mills, warehouses, docks, maltings and breweries required by the Industrial Revolution. At Gloucester, for example, as well as the cathedral, you should visit the docks at the terminus of the Gloucester and Sharpness Ship Canal. There you will find a lake reflecting a complex of great warehouses, their red-brick walls pierced by rows of small windows; in the evening glow the scene presents a strange, calm city, dignified and timeless in its immutable unity. Other examples are the Albert Docks of 1845 at Liverpool, the Stanley Mills of 1813 near Stroud, maltings like those at Snape in Suffolk, and the boat-houses of the Naval Dockyards. That at Sheerness was built in 1860 as the first multi-storey iron-frame structure in the world, looking as functionally modern as though it were built last year.

You could spend a complete and delightful holiday in Britain cruising along the canals, that network which has been of such immense historical importance because by linking coal with iron it helped, in no minor way, to produce the Industrial Revolution with all its vast and unpredictable effects on the whole human race. I have explored some 600 miles of that network from London to Llangollen and departed on the journey in an Army pontoon armed with pen, camera and a hunch that I would find in those quiet, neglected waters many things of beauty and interest which had never before been recorded. I was not disappointed. The most pleasing things discovered were the canal "furniture" such as locks, weirs and worn bollards like pieces of accidental sculpture, the occasional groups of warehouses, the weird tunnels, some over three miles long, and, above all, the many delightful little bridges and the few great aqueducts. (I stress bridges not only because the subject is my hobby-horse, but also because the country is so full of this monumental type of structure which few people ever bother to look at.)

Stourport, in Worcestershire, is a climax of the canal world, a whole new town built in the 1760's in Brindley's day to serve as a transhipment port between the Severn River and the Staffordshire and Worcestershire Canal, which Brindley built. Much of its bricky Georgian centre remains, but these romantic old parts are now decayed and the goods go by road and rail, Yet somehow—so viable are the inland waterways as a

(*Continued on following pages*)

A WATER MILL IN NORFOLK: Still working, Horstead Mill stands on the banks of the River Bure near the village of Coltishall. Whitened brick arches carry the superstructure of wood boards. Water mills are the classic industrial buildings of the countryside; even windmills are antedated by them.

BRITAIN'S BY-WAYS

SIMPSON'S BREWERY IN BALDOCK: It fronts on to the High Street in the Hertfordshire town. The structure is of yellow brick with white-painted woodwork. The ground-floor windows are fitted with a grille of turned wood balusters of great elegance.

THE FIRST ALL-IRON BRIDGE IN THE WORLD: The elegant cast-iron structure makes with its reflection in the Severn a near-perfect circle. It was constructed at Coalbrookdale, in Shropshire, in the years 1777-79 and has an arch with a span of just over 100 ft.

RIVERSIDE WAREHOUSES IN DEVON: A robust use of stone gives a distinctive character to the functionally designed warehouses on Exe Quay, Exeter. They date from 1835.

(*Continued from previous page*)

means of transport—the old canal life still survives, even the roses and castles painted on the narrow boats of this tough and independent boating folk.

From the prehistoric earthworks on Sinodun Hills (colloquially called the Berkshire Bubs or Mother Dunch's Buttocks) to Capability Brown's sophisticated park at Nuneham Courtenay; from the medieval pointed arches of Radcot Bridge to the timbers of the little Thames Conservancy footbridge by the trim lock garden at Shiplake; from William Morris's stone retreat at Kelmscott Manor to the white weather-boarded water mill at Hambledon, the 135 miles of the tideless Thames—the Stream of Pleasure from Teddington to Lechlade—may be regarded as an open-air museum of English history and culture. As Hilaire Belloc wrote: "England has been built up on the framework of her rivers, and, in that pattern, the principal line has been the line of the Thames." The whole country is there represented. Tamed and domesticated through the centuries, the river still retains its own special charm.

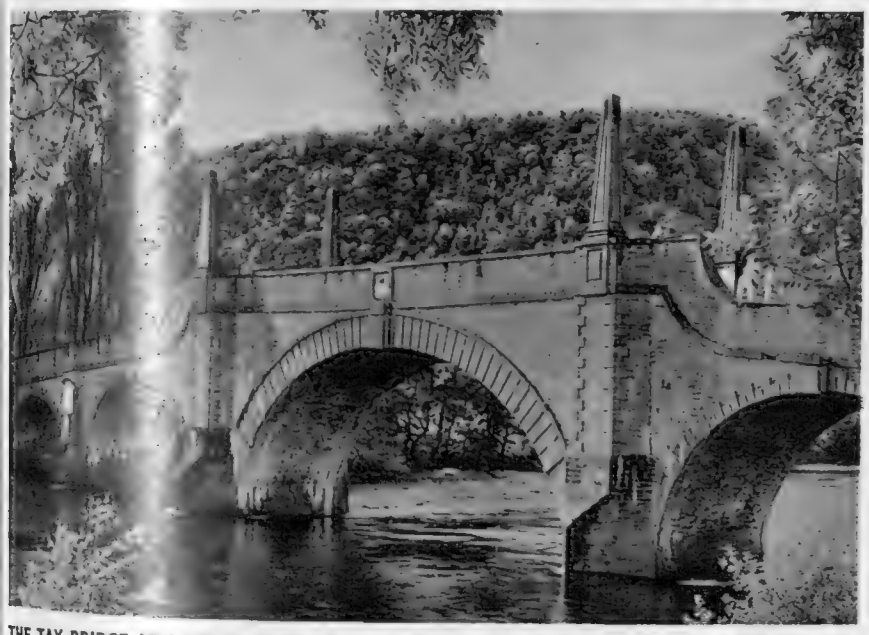
In contrast to the Upper Thames, London's busy maritime riverside is densely built up. But amid the squalor and the confusion of the world's greatest port you can find many fascinating scenes. There are the dramatic relics of the early enclosed docks built from Wapping to the Isle of Dogs. In the river suburbs you can find a number of pleasant walks, along Chiswick Mall, for instance, or east of Kew Bridge, Strand-on-the-Green. At Chelsea there is London's most charming street, Cheyne Walk, still mainly Georgian and dominated by its old church.

Scotland, like Wales, is mainly a good escape country away from it all in the "wildness and wet." The white-washed farmsteads in the landscape will give pleasure, and here and there stands a bold baronial castle, quite French in style with round towers and conical roofs. The small, eighteenth-century planned town of Inveraray, on Loch Fine (or Fynne), also French in character, should not be missed. Edinburgh is a well-known tourist centre but no guide-books I know mention such things as the great star-pierced dome, dating from the mid-nineteenth century, above the headquarters of the Bank of Scotland. That is worth going some way to see; so also is the Adamesque vaulted library, 200 ft. long, in the old University building.

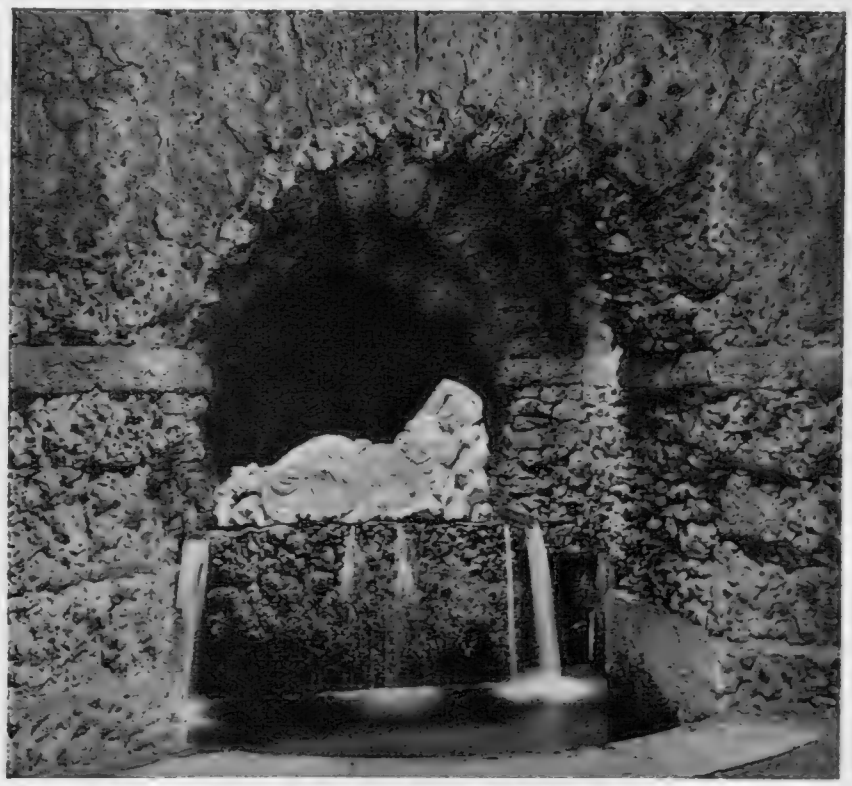
Most people will try to avoid the sprawling conurbations of the industrial centres, but even there you may come suddenly upon strange, incidental beauties in the

ENGLISH BLACK-AND-WHITE ARCHITECTURE: A narrow, cobbled alleyway in Ledbury, a small town in Herefordshire, leads towards the tall spire of the parish church. The town has a seventeenth-century Market House.

THE VYNE, BASINGSTOKE: The early sixteenth-century house, built for the Sandys family in diaper brick, has the earliest classic portico of an English country house. The portico was built by John Webb in 1654.



THE TAY BRIDGE AT ABERFELDY: The finest of General Wade's military bridges and the only baroque bridge in Britain except that at Blenheim, it was built in 1733. A large cairn at one end commemorates the enrolment of the regiment of the Black Watch in 1740.



THE LADY OF THE GROT: She is one of the sculptures decorating the grounds at Stourhead, in Wiltshire, which Horace Walpole called "one of the most picturesque scenes in the world." Stourhead was built by Henry Hoare the Younger.

sordid man-made landscape created by some trick of light and weather—as when a thicket of slim Lancashire chimneys emerges suddenly out of the mist of a September morning, or a shaft of evening sunshine throws a theatrical spotlight on a group of bottle kilns somewhere in the smoky gloom of the Five Towns, or an express train, trailing a long white banner of steam, roars across Stockport Viaduct in the drenching rain.

Shropshire should be taken seriously. This is Telford country and a district of early ironworks, where you will find Iron Bridge of 1779, the first bridge of iron ever built, making, with its reflection in the Severn, a complete circle. Gloucestershire is rather special, too, partly on account of the Stroud Valley with its early wool mills, ending in the enchanted Golden Valley where the Thames and Severn Canal once ran.

Coming down from the Midlands and the North I always feel my heart lightening, partly because I am nearing familiar home country but partly because there is a greater humanity and warmth both in the fertile, homely countryside and in the towns and villages (though not always in the people): rich red brickwork as against the cold, grey stones of the North. Look here for the town centres and their old houses with white-painted trim and pleasing details of wrought ironwork and classical doorways, the old but flourishing wisteria plant climbing over the municipal offices, the growling beast above the portico of the ancient inn, the bold shadow lettering above the chemist's shop, the medieval blocked vista down a side street where a "pratie pyramis of stone" makes an exclamation mark above the worn cobbles and the mossy pantiles, the general geniality and richly-textured patina of the place. The villages are often a delight, especially in the Cotswolds, so famous for the glowing local stone. If you are on the Oxfordshire-Northamptonshire border do not by-pass the trim village of Aynho; there, if it happens to be open, see the fine collection in the Big House, set back in a formal but friendly way from the village street beyond a green lawn.

Such Big Houses open to the public, often quite moderate in size, are to be found all over Britain to-day, and they have become like small museums with the added attraction of revealing in a personal and domestic way the high standards in the arts and crafts attained by a vanished way of life. The Vyne, near Basingstoke, recently acquired by the National Trust, is an example. Minor museums proper exist in provincial towns and they are often well worth a visit on a wet day; there

(*Continued on following page*)

A BOATHOUSE AT SHEERNESS NAVAL DOCKYARD: Built in 1860, the cast-iron framed boathouse has a surprisingly modern appearance because of its frame and fill construction.

RED BRICK AND STONE FACADE: From the rear can be seen Stanley Mill, Stonehouse, one of the finest of the Stroud Valley mills. Built in 1813, it still works as a textile mill, although no longer using water power.

BRITAIN'S BY-WAYS

(*Concluded from previous page*)

you may make unexpected discoveries. Some museums specialise—the Railway Museum at York, for instance, Lord Montagu's car museum at Beaulieu, in Hampshire, or the collection at Reading displaying the life, buildings and planning of the once flourishing Romano-British city of Silchester.

In the huge junk-heap of London you can find a great number of minor collector's pieces, especially the odd corner, the oasis of small Regency houses of white stucco around a refreshing green centre of plane trees and grass. To create some mental shape from the sprawling mess, it can be seen as a collection of village communities which have become congealed—Chelsea, Kensington, Camberwell, Islington, Hampstead, Highgate, and so on. Look for the old village centres; two examples are Kensington Square behind the multiple stores and Camberwell Grove beyond the Elephant and Castle. In any district, drop into the local library to inspect old prints and maps of the neighbourhood; they will make the place, in its apparently formless confusion, come alive and gain a pattern full of meaning. If you see a narrow passage, to quote "J. Alfred Prufrock":

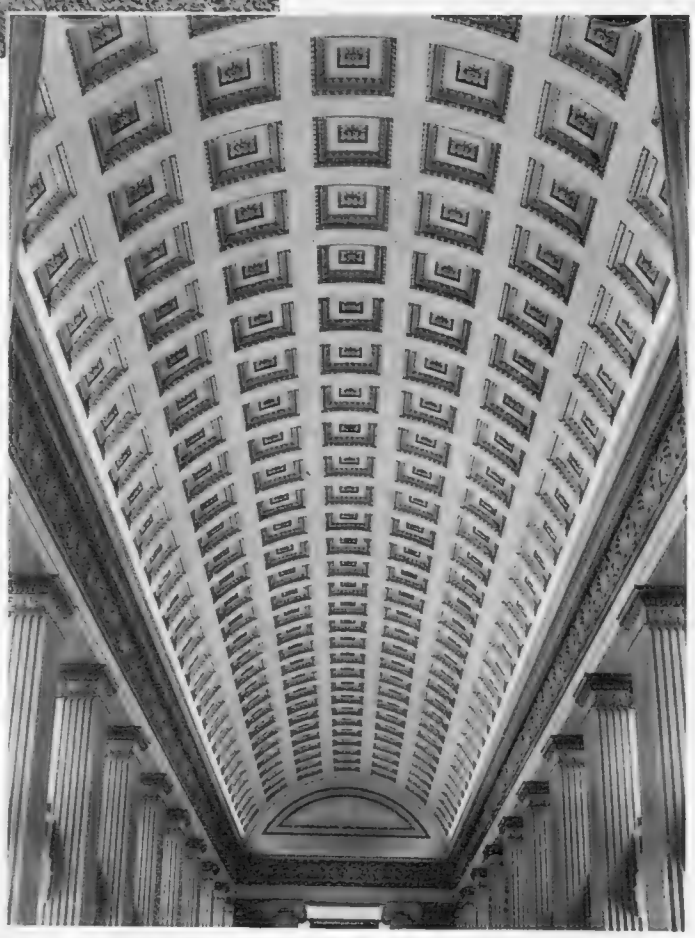
> Oh, do not ask "What is it?"
> Let us go and make our visit.

Plunge boldly down it, especially if you are in the Square Mile of the City. You never know what you will find to stir the imagination or excite the eye.

Wherever you are, you may find the vernacular buildings, cottages, farm-houses and, above all, old wind and water mills of which some still stand grinding corn in the old way. Among the famous buildings there may be the odd, unnoticed detail—the "divine grot" in the grounds of a country house, the fanciful folly, a superb tomb of the local gentry in a remote village church, strange pub signs, and the dwellings in a cathedral close, the Royal coat of arms above the Custom House or shop (Windsor has several good ones), the old tombstone in the graveyard from which sprout "cherubs' heads with ploughboy faces" (as John Betjeman has it), the colourful figurehead at the Naval Dockyard. Look for the street perspective where by happy chance buildings of varying styles and times somehow join in a miraculous symphony, the changes of level in some hilly urban complex, the intensely rich textures of floorscape around the ancient castle brought to its fullest tactile quality as the sun declines. (Few people, even including architects, are aware of the sensual pleasure to be derived from both texture and colour in the man-made environment.) And do not disdainfully ignore all Victorian architecture; some of it is good, much of it is interesting—for example, the Coal Exchange of 1849, with its great, glazed dome of iron ribs by Billingsgate Market, now threatened with demolition.

Indeed, everything is interesting in one way or another in any place where human beings have lived for centuries and every lost generation and the remorseless passing of time have left their poignant marks.

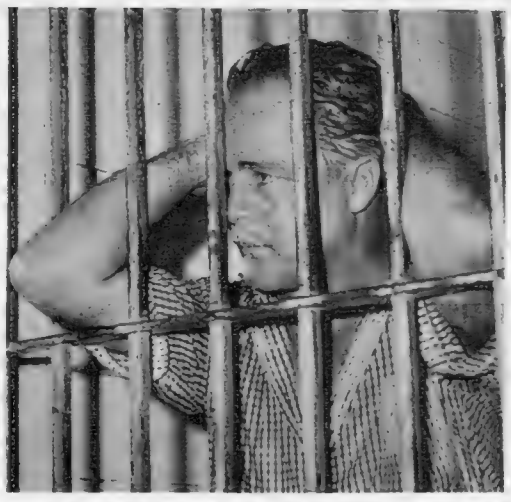
A RARE WINDMILL: At Heckington, near Sleaford, in Lincolnshire, is the only eight-sail windmill left in Britain. It was taken over by Kesteven County Council in 1951 and is in remarkably good condition.



THE DECORATION OF BUILDINGS: On a capital in the village church of Henham, in Essex, is a Madonna and Child, a detailed and charming piece of sculpture which dates from the early sixteenth century. *On left*—The ceiling of the Library of Edinburgh University is 200 ft. long. It is by W. H. Playfair, who modified the design of Robert Adam. The old University building, a massive classical structure, was originally designed by Adam in 1789. It was finished in 1827.

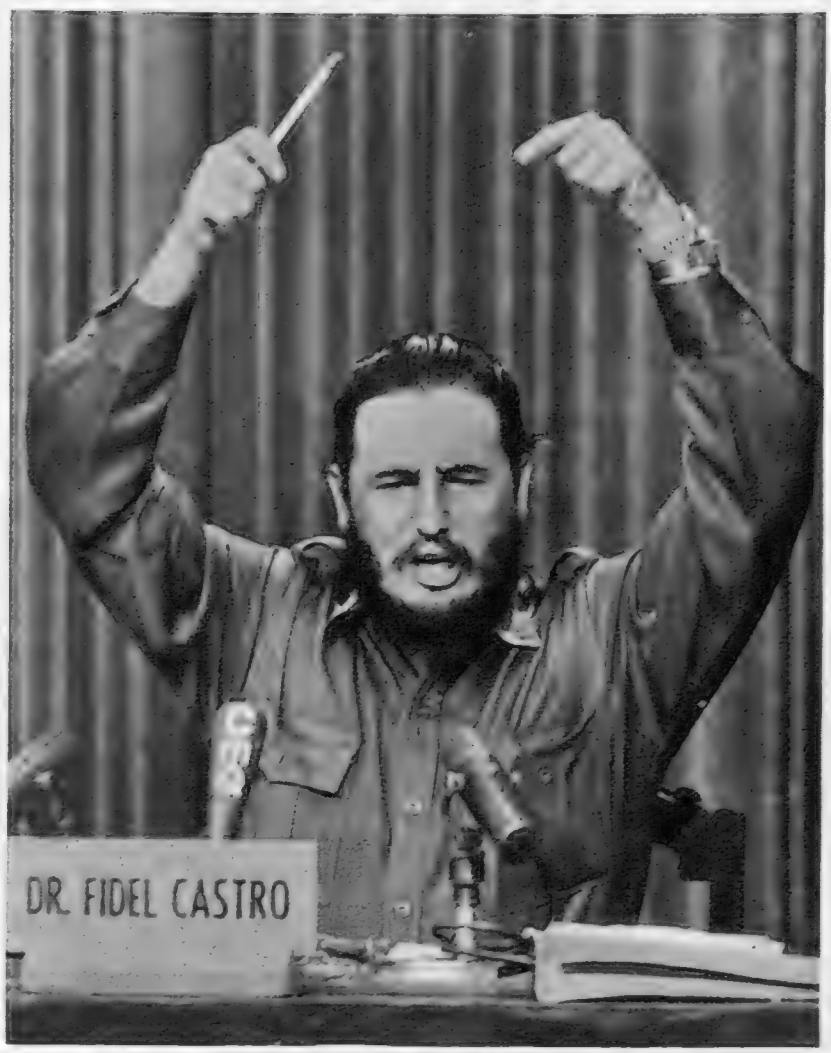
THE CHARM OF THE INDIVIDUAL DETAIL: *Left*—A finely-moulded canopy decorates a doorway to a Georgian house in Sutton Courtenay, a Berkshire village. *Right*—In the same county at Abingdon is the inn sign of The Air Balloon. English pub signs to-day provide a record of many events which caught the public imagination during the centuries.

DEMONSTRATIONS IN CUBA: Police sit on the roof of a Havana police station, watching a mob which gathered after a man had been taken into custody. It was alleged that the man had attempted to assassinate Dr. Castro, the Cuban Premier, with a long knife. Later Dr. Castro said that the man was drunk and should be given preventive treatment.



On r[illegible]—

BEHIND BARS: Seen in prison is Roberto Salos Hernandez, who was taken into custody after it was alleged he was going to assassinate Dr. Castro. According to an eye-witness account, he [illegible], waving a knife, through a crowd listening to Dr. Castro. He was held for investigation by the police.



ON TELEVISION: Dr. Castro, in a marathon television broadcast, attacks the U.S. over an incident in which two aircraft, alleged to have flown from Florida, scattered anti-Castro leaflets over Havana, and also, according to Dr. Castro, dropped bombs.

HEATED CUBAN POLITICS

Dr. Castro Attacks the United States; More Arrests on the Island for Political Activity

The steamy cauldron of Cuban politics boiled over again last week. In a television broadcast lasting for more than four hours, Dr. Castro made an impassioned speech attacking the U.S. for allowing aircraft to take off from Florida to bomb Havana. According to the Federal Bureau of Investigation, Major Diaz Lanz, a former chief of the Cuban Air Force, now in Miami, said that he was responsible for the aircraft which had dropped nothing but leaflets.

The United States later said it would welcome an investigation by the Inter-American Peace Committee into the activities of Cuban refugees in the U.S. It was obvious that the American State Department was anxious to find ways of countering Dr. Castro's increasingly vitriolic attacks.

Eyewitness accounts of what happened in Havana differ, but the consensus agree that while the aircraft were dropping leaflets, terrorists in cars machine-gunned crowds, causing the deaths of two people. It seemed that the incidents might have been connected with the arrest of Major Hubert Matos, military chief of Camaguey Province, other officials and various people in Cuba. It appeared that Major Matos was opposed to the radical agrarian reforms proposed by Dr. Castro. This aims at seizing and redistributing the property of the big Cuban landholders, and may be the root of the present turmoil.

OUTSIDE THE AMERICAN EMBASSY IN HAVANA: Cubans begin to assemble in a demonstration against the U.S. They carried placards alleging that aircraft from Florida had machine-gunned the city. U.S. sources said that the aircraft merely dropped leaflets.

CROWDS IN THE STREETS: During an hour-long strike, Cuban workers fill the streets of Havana to protest against a terrorist attack which killed two people. According to sources in Havana, armed men drove through the capital and fired on crowds.

NATURE UNDRESSES

After the Long, Dry Summer, an Autumn With Less Colour; Birds and Fish; More in Slugs and Snails than Meets the Eye

By BRIAN VESEY-FITZGERALD

AFTER the longest, finest and driest summer for 200 years—so the experts tell us: I must confess to no little astonishment to find that accurate records have been kept since the middle of the eighteenth century—I find that the majority of my friends and acquaintances are deeply pessimistic about the weather prospects for the autumn and winter. One or two have been deeply pessimistic throughout the summer. When we had a fine May they were going about assuring anyone who would listen that it could not possibly last and that we should pay for it. It is worth remembering that a fine May in England almost always means a fine summer, or else a summer with long fine periods. I believe that in this century you can count the exceptions to this rule on the fingers of one hand and have fingers to spare. The pessimists were equally doleful in June, July, August and September. They must have had a miserable summer. When the rains came at the end of the first week in October they came into their own, and now there is no holding them. We are, they say, going to have a horrible autumn and a perfectly dreadful winter.

The local weather prophets, old countrymen on whom I have learnt to rely at least for the local weather in preference to the official forecasters, do not agree with them. You may remember that their long-range forecast last year, which I mentioned in THE SPHERE at the time, was quite remarkably accurate in its prediction of long periods of fog. These same local weather prophets do not think that this autumn is going to be exceptional in any way, just an ordinary Southern English autumn. They do not think that there is going to be anything like so much fog as last year, when it lasted for weeks on end, and they do not seem to be worried about the winter either.

I must say that, so far, this autumn hereabouts has been more or less an extension of summer. We have had but little rain, no real frost, only one night of gale, and it has been remarkably warm. But there has not been as much colour as usual. The long, dry spell brought many of the leaves down while they were yet green. In one of the deep little valleys near my home (a notorious frost-pocket, but frost cannot be blamed for this) the leaves were off the horse-chestnuts and they were quite bare before election day. Those that remain have not this year acquired the rich russet hues of autumn. This is true also of the bracken: it is much more wan than usual at this time of year. I think that if this autumn has been exceptional in any way other than warmth, it is in the fall of the leaf which has in general in this neighbourhood been a little earlier and a good deal more uniform than usual.

The fall of the leaf is normally brought about by a cycle of events. There must be rain to wet the old leaf's pedicle and to help the new bud to swell; there must be frost to form ice where the rain has made entry at the junction of pedicle and new bud; and there must be strong wind to sweep the loosened stalk from its hold. Usually trees react to this cycle differently and at different times. Ashes and poplars, for example, seem to require no more than a touch of frost and a moderate wind: they know what is required and undress at once. On the other hand, oaks are most individual in their reactions. Each seems determined to make up its own mind when it should undress. So it is that you may see oaks side by side, the one bronze and the other green, one-half bare and the other in full leaf.

This autumn we have not yet had a frost worthy of the name and only one wind that would worry a butterfly, but the poplars at the end of my garden are naked. And this year, so it seems to me, the oaks are all in agreement. They are not, as are the poplars, undressed, but all, for miles around, have lost their green and have turned a rather sickly yellow. It would seem that lack of water through long spells has weakened, if not the tree (I do not think that that can be so), at least the pedicle of the old leaf. Presumably the new bud will respond even more rapidly to the rains, and perhaps next summer we shall have a much greater luxuriance of leaf.

I think, too, that there are fewer berries than usual. This is one of those things that it is impossible to estimate properly. It may be just a very bad berry year, but I do not think so. I think that the birds this year have taken the berries as soon as they have become available, not so much for the berries themselves as for such moisture as they can provide. A rowan tree near my home had the berries removed as they reddened, perhaps even before, certainly long before they were ripe. I have a cotoneaster, whose berries are said to be unpalatable to birds. When I bought it, I confess that I did not altogether believe the nurseryman; but over the years I have found that he spoke the truth. Each year one or two young birds, wisdom not yet with them, have sampled the shrub and so learnt to leave it alone. Year after year the berries have been scarcely touched and have brought a bright patch of colour to the garden at a season when bright colour is rare. This year the shrub is already stripped, the blackbirds (as always in a garden) being the chief culprits.

The long, dry summer has affected our fauna and flora in quite a number of ways, some disastrous. Forest and heath fires (and there have been a great many) must have destroyed much wild life, though the only thing I have seen reported in this connection has been the total destruction of some ant colonies on the heathlands near Wareham, in Dorset. I do not suppose for one moment that that would have been reported had it not been that those colonies were the subject of a scientific study which had been in progress for the past five years. Ants as a rule are not much noticed except when they are flying or come into the house.

Heath-nesting birds must also have suffered severely: there is bound, I imagine, to be a smaller population of Dartford Warblers next year. On the whole, however, the birds seem to have enjoyed the exceptional summer. What birds really require for a successful nesting season is warm dry weather, and they certainly had it this year. It has, everyone is agreed, been a wonderful year for ducks, which will come as something of a surprise to those who believe that ducks prefer wet weather. It might be thought that the drying-up of some waters would have affected them adversely, but, of course, all the duck (and this applies to other water birds as well) has to do is to transfer himself to another water.

Fish cannot do this, and it has certainly been a very bad year for fish. I have seen it stated that hundreds of thousands of fish must have died through being driven by the shrinkage of the waters into small areas where there was not sufficient oxygen to support life. I cannot say that I have noticed this myself. The fish in the local river seem to have gone on much as usual, and I do not think that our local anglers have had a very much worse season than usual. But it is obvious that it must have happened in those reservoirs which more or less dried up in the drought.

The one odd thing concerns the slugs and snails. What they like is damp, and I have never known them to object to a real downpour. Get a real downpour and a hot sun afterwards, and they will come out in their thousands and with an even keener appetite than before. Every gardener knows this only too well. Now in this garden, summer after summer, and especially in really wet ones like 1958, I have waged incessant war upon the armies of slugs, the battalions of snails, that live at my expense. I have become accustomed, night after night during the summer months, to going out with a torch and a pail and hand-picking them; and this in addition to the war I wage with various slug-baits, and so forth. Night after night I have been accustomed to getting a good haul—and making no visible impression on the numbers. I have about held my own, no more.

But right through this long, dry summer I have been scarcely worried by either slugs or snails. I have killed very few and seen even fewer. The garden plants have not been attacked as viciously as they usually are. I suffered much more from the attentions of blackbirds than I did from anything else: despite its glorious song, in my view much superior to that of the nightingale, I am beginning to take a dim view of the blackbird. I gave up putting down slug-bait quite early in the summer for the simple reason that it was not taken. We had one prolonged thunderstorm with very heavy rain, and for a couple of nights after that I got quite a good haul, though nothing like as good as I would have expected in a normal year. By September I had come to the conclusion that the long, dry spell had killed off the slugs and snails.

I was wrong. The rains came on October 10. They lasted only three days, but it was a good, soaking rain. There were quite a lot of slugs and snails about on the evening of the 10th, more on the 11th, still more on the 12th. You saw them about on the stone paths, along the walls, around the michaelmas daisies, and the thrushes had a marvellous time. Their return did not worry me very much because there was no real damage they could do, but it did make me wonder.

Where had they come from? Where had they been, what had they been doing, all those long, hot, dry weeks? I wish that I knew more about slugs and snails. I suppose that the simple answer is that they were lying buried in the soil. If so, I think that they must have buried themselves before the dry weather really set in. The ground soon became so hard that my cat was unable to dig his little pits, and this caused him great perturbation. And if this is so, it surely raises other problems. Anyway, do slugs and snails æstivate? I can find nothing about it in the books. They hibernate, of course, and presumably they are able to do so because they have fed so well through the summer. Those in my garden, I am thankful to say, have not fed so well this year; so perhaps they will be unable to hibernate successfully and I shall have another trouble-free summer next year.

But, somehow, I doubt it. I think that there is more in a slug, more in a snail, than meets the eye.

THE FALL OF THE LEAF: Horsewomen pause on their ride through the woods at Toys Hill, in Kent. The ground has a carpet of autumn leaves and overhead foliage is sparse on the trees. In his article on this page Brian Vesey-Fitzgerald says that this year the fall of leaf has been a little earlier than usual and a good deal more uniform.

INSIDE THE NEWLY-RESTORED TABERNACLE: The general view, looking towards the platform, was taken during the opening service. There are balconies on each side of the main hall and at the rear. The picture *on right*, is a close-up of the platform, which shows the pulpit in the centre, flanked by the choir stalls. Immediately behind the pulpit is the organ, above which is the baptismal pool. The minister of the Tabernacle is the Rev. W. W. Hayden.

THE NEW METROPOLITAN TABERNACLE AT THE ELEPHANT AND CASTLE: Crowds of people wait outside the newly-restored building in south-east London to attend the first service. The opening ceremony was performed by the Rev. H. Tydeman Chilvers (Minister of the old Tabernacle from 1919-1935) in the presence of the Mayor of Southwark and the Chairman of the London County Council. The Metropolitan Tabernacle, otherwise known as Spurgeon's Tabernacle, is the third Baptist place of worship to be built on the site. The first structure, erected for Pastor C. H. Spurgeon in 1860-61, at a cost of £31,000, was destroyed by fire in 1898. Two years later, the second building went up at a cost of £44,576. This vast chapel, which could seat 6,000 people, was destroyed during the last war. The restored Tabernacle is completely new except for the pillared entrance which was saved from the old building, and has seating accommodation in the main hall for 1,750 people. The rebuilding has cost £244,000 and forms part of the London County Council scheme for the Elephant and Castle area—a comprehensive redevelopment plan combined with a major road improvement. Money for the rebuilding of the Tabernacle has been sent from Baptists throughout the world. After the old building had been destroyed, services continued in rooms underground. Charles Spurgeon, who preached at the Tabernacle from 1861 until his death in 1892, was one of the most popular preachers of his age.

SOUTH LONDON LANDMARKS

Spurgeon's Tabernacle at the Elephant and Castle is Reopened : London's Skyscraper Flats Near Completion

On left—

OLD AND NEW IN SOUTH LONDON: The massive blocks of flats, in marked contrast to the old houses on the left, form part of Brandon Estate, the London County Council's housing scheme in Kennington Park, Southwark. They are being built by Wates Ltd., and the first block, it is hoped, should be ready for occupation by the end of the year. Covering some 36 acres, the Brandon Estate has been owned by the L.C.C. since 1952. It lies within a wide residential area, much of which is likely to be redeveloped within the next ten years. There are six blocks of 18-storey flats on the estate. Each will be 170 ft. high and contain 64 two-bedroom flats and four penthouse flats. At present they are among the tallest residential buildings in London. Elsewhere on the estate some of the older houses are being modernised.

CRAFTS AND CUSTOMS

Wickerwork; Thatching; Furniture Repairing; a London Tradition; St. Crispin's Day

LIGHTNESS AND STRENGTH: Mr. Mullen makes a large basket from osiers, a task which cannot be done so well by machine. The basket will be both light and strong, qualities which cannot be reproduced by substitutes for osiers.

ANOTHER WICKERWORK PRODUCT: Two of the staff, watched by Mr. Mullen, make a garden fence from hazel sticks. Products of the Wickham Market basketmaking firm have been ordered by Clarence House.

FIFTY YEARS OF BASKET-MAKING: Mr. Tom Mullen submerges a bundle of osiers in the River Debden behind his workshop at Wickham Market, in Suffolk. The soaking will make the osiers pliable and thus easy to weave into baskets. Mr. Mullen, who has been in the basket-making trade for fifty years, took over the village business founded by his father sixty years ago. He is assisted by his son and a staff of twelve. The raw material for his craft he grows locally to make sure of a constant supply. The wickerwork turned out in the workshop includes all shapes and sizes of baskets, used by hospitals, laundries, the Post Office, and the railways.

On left—

A 700-YEAR-OLD CEREMONY: Mr. Desmond Heap, the City Solicitor and Mr. Comptroller, cuts a bundle of **faggots with a hatchet at the Royal Courts of Justice, in the Strand, London.** He is playing his part in the rendering of Quit Rents by the City of London to the Crown. The seven-centuries-old ceremony is enacted annually in the Law Courts. The rents are in respect of a piece of waste ground called the Moors, in Shropshire, and a tenement called the Forge whose site is outside St. Clement Danes Church, in the Strand. The faggots are part of the Quit Rents, along with a billhook, the hatchet, six large horseshoes and a bag containing sixty-one nails.

FURNITURE RESTORATION: Mr. L. F. Gray, a craftsman at the Rural Industries Bureau's workshops near Wimbledon Common, is at work levelling and shaping gesso on the leg of a stool. Afterwards the gesso will be re-gilded. The stool, which is covered with the original Genoa cut velvet, is part of a suite of furniture from Knole, the seat of Lord Sackville, at Sevenoaks, Kent. Comprising six of the stools, two chairs (one of which, covered with newspaper, is in the left background) and a huge ornate bed, the furniture being restored comes from the Venetian Ambassador's room in the mansion.

AN ELABORATE BED OF THE SEVENTEENTH CENTURY: Mr. J. S. Learoyd is effecting repairs to a section of the cornice of the bed from the Venetian Ambassador's suite at Knole. In front of him is the Royal Cipher of James II, the suite of furniture having been made in that period. In the background is the headboard of the bed. The Rural Industries Bureau is undertaking the work of restoration for the Ministry of Works, which is acting on behalf of the Historic Buildings Council. The Bureau's craftsmen are all cabinet-makers who are receiving the Bureau's training in restoration skills. Knole is a National Trust property. Regarded as one of the finest houses in England, it contains many valuable works of art. The present structure was built in the seventeenth century. Before its reconstruction it was the home of many Archbishops of Canterbury. Knole was given to Thomas Sackville, later the Earl of Dorset, by Elizabeth I.

EEPING ALIVE AN OLD-WORLD CRAFT: Working on the roof of a cottage in Fox Earth, Essex, Mr. Frank Linnett straightens the thatch he is applying. He is using the straw of wheat for the task. Another straw frequently used in thatching is rye, which, with wheat, is superior for thatching purposes to the oat and barley straws sometimes used. Thatching may also be done with reeds, heather, gorse and bracken. Done with heather, thatching will last for a century without repair, and a reed roof for half a century. A combed wheat roof, as illustrated, may last for up to sixty years. In the work, the heap of straw which is to be used is first moistened, then turned with a fork and finally lightly trodden. Straw is drawn from the bottom of the heap, usually in double handfuls, and made into a bundle in which the individual straws are fairly straight. The bundle is put into place by the thatcher, who starts at the eaves of the roof and works upwards, securing each successive course with pegs and twine. Reaching the top, the straw is laid so as to form a point. Bundles of tightly-tied straw are often used to bolster up the ridge at the top. Throughout the country there are about 750 roof-thatchers and an unknown number of men who can thatch ricks.

THATCHING A COTTAGE: Mr. Linnett selects a bundle of wheat straw to continue his work on the roof of the cottage. One of the difficulties facing thatchers now is the shortage of long-wheat straw, farmers growing short-strawed varieties suitable for the combine-harvester.

CELEBRATING THE FEAST OF ST. CRISPIN; THE PATRON SAINT OF SHOEMAKERS: A pair of curled-toed shoes, similar to those made by the saint, adorn the tower of St. Crispin's Church, in Southwark Park Road, Bermondsey. They had been hoisted on the eve of the Saint's day as part of the Patronal Festival celebrations and to commemorate the time when Bermondsey was the centre of the tanning and leather crafts. *On left*—Watched by the Vicar, Rev. Percy Gray, Mr. S. J. Durston, past-Master of the Cordwainers' Guild, hoists the pattens to the top of the tower. It was the first time that the revived ceremony had taken place at the newly-rebuilt church. The old St. Crispin's was destroyed during the war.

THE SHOEMAKERS' DAY IN BERMONDSEY: Displayed on the altar of St. Crispin's Church, in Bermondsey, south-east London, is an array of antique shoes from the Cordwainers' Technical College, in Hackney. Above the altar is the mural which depicts Saints Crispin and Crispinian giving away their shoes to the poor. Standing behind the saints is Jesus Christ, depicted as their inspiration. St. Crispin was a Roman shoemaker who was martyred for his faith as a Christian c. 286. According to tradition, he travelled with his brother (who is also commemorated on October 25) to Gaul as a missionary.

A WORLD SKIN-DIVING RECORD

Three Italians Reach a Depth of 517 ft.

Recently three Italians set up a new skin-diving record when they reached a depth of 517 ft.; they made the descent about 2½ miles to the south-east of the small island of Nisida, in the Gulf of Naples. Two of them, Alberto Novelli and Cesare Olgyay, are doctors and the latter only started skin-diving seriously a year ago. The third member of the team was Ennio Falco, with whom Dr. Novelli, the leader and organiser of the team, made a then record skin-dive to 135 ft. in 1956.

The new record was made in the presence of official observers and Admiral Francesco Ruta, commanding a NATO Naval Squadron in the Central Mediterranean. He had given orders that a naval frogmen base ship should stand by with a decompression chamber on board. After the observers had measured a steel cable, special rubber discs were fixed to it at regular intervals. Each of the three divers was equipped with a pair of pincers strapped to his wrist. Each pair made a different kind of perforation, thus providing a record of the divers' progress. They used a new kind of breathing apparatus. A valve, named "The Explorer" by Dr. Novelli, who invented it, turned the oxygen containers into self-breathing artificial lungs. Without it the descent would not have been possible.

When the steel cable had been suspended from a small buoy, the three men were taken to the spot in a rowing boat. Without any other preliminaries they disappeared beneath the surface of the sea. An hour and sixteen minutes later they reappeared. In a little over five minutes they had reached a depth of 517 ft., but it had taken them the remainder of the time to re-surface because of the need to make lengthy halts for decompression.

After the cable had been hauled in to confirm that they had broken the record, it was found that only two divers had marked the last rubber disc. Subsequently it was discovered that when Dr. Novelli reached the record depth, having been the first to descend, he had waited for his companions. He helped Cesare Olgyay to pierce the rubber, and at this moment Ennio Falco appeared. It became apparent that he was suffering from the effects of the descent and Novelli, realising that no time was to be lost, helped him affix his mark, and pushed him back to the surface. In the flurry of activity, Novelli forgot to use his own pincers, so that officially the new record is credited to Olgyay and Falco only.

The three-man team of skin-divers spend all the year round in serious training to accustom their bodies to the tremendous pressures which build up the lower one descends into the ocean. Summer or winter, the team makes at least ten dives a week. There is always the danger of accidents. Nine months before the record dive, Olgyay suffered paralysis of the legs for ninety days because he came up too quickly. Falco spent three periods in a decompression chamber, once for forty-four hours.

Pressure is the chief enemy of the diver, whether he is a skin-diver, wearing little, or a fully-armoured deep-sea diver. For practical purposes the atmosphere which surrounds the world weighs down upon everything at sea-level with a pressure of 14·7 lb. per sq. in. This is called one atmosphere. A depth of 33 ft. of sea-water also weighs 14·7 lb. per sq. in., so that at that depth the diver is subjected to a pressure of two atmospheres, or twice what the ordinary person withstands all the time. The further the diver descends, so the pressure builds up, at the rate of about one atmosphere every 33 ft. At 510 ft. the pressure is about 226-227 lb. per sq. in.

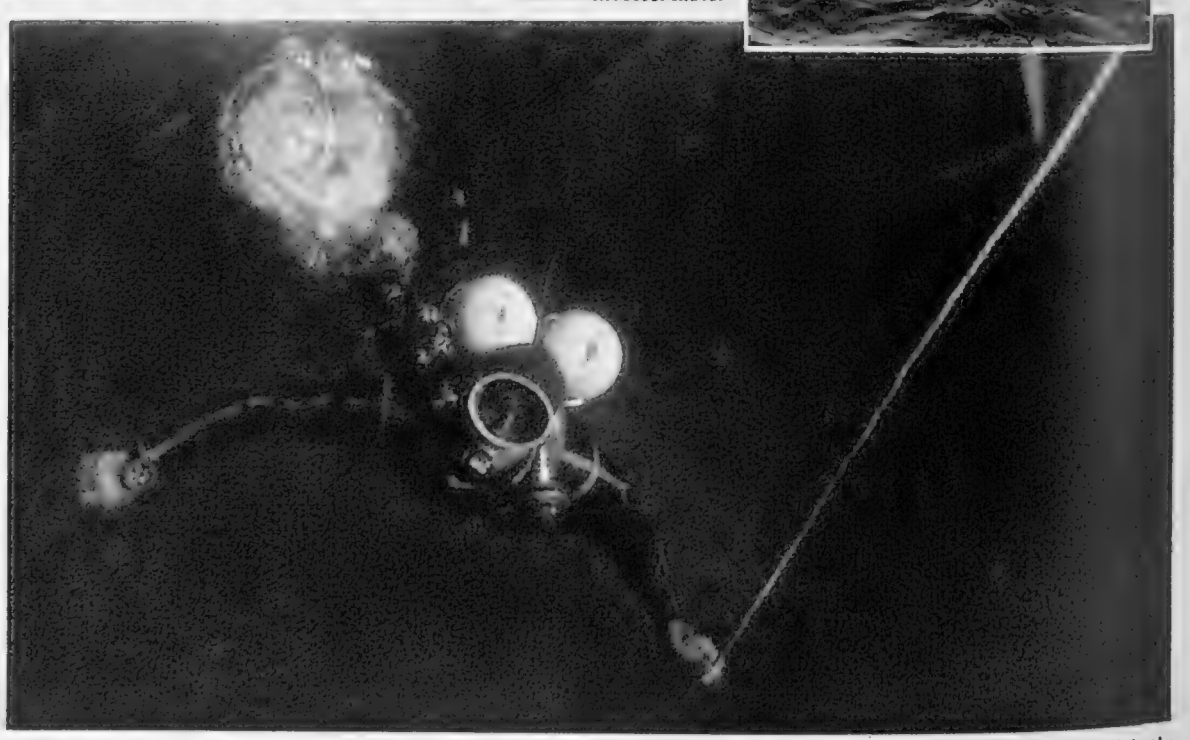
To make diving possible, the diver must be supplied with an adequate amount of air at a pressure equal to the depth at which he is working. This counter pressure is transmitted throughout his body. A human body consists largely of liquid: all gases dissolve in liquid in quantity proportional to the pressure. Thus at a depth of, say, 230 ft., at a pressure of seven atmospheres, there is seven times as much nitrogen in solution in the diver's body as normal. In order to avoid compression troubles on the ascent (sometimes described as the "bends") the diver must return by stages, reducing the pressure and allowing the excess of nitrogen to be released gradually. There are various methods of reducing this danger by, for instance, using a greater proportion of pure oxygen in the mixture breathed by the diver. Great advances have been made in diving since the war and are continuing to be made. Some idea of the progress can be gained from the fact that just after the war, in 1948, a Royal Navy diver, using a flexible diving suit, reached a depth of 540 ft. in Loch Fyne, then a record. The Italian record was made by skin-divers, without the protection of a substantial diving suit and helmet.

On left— **PREPARING FOR THE RECORD ATTEMPT: Off the island of Nisida, in the Gulf of Naples, three Italians get ready to beat the absolute record for skin-divers.** One by one, they have a pair of pincers affixed to their wrists; the pincers are used to pierce rubber discs suspended on a cable at various depths.

Below— **ENTERING THE WATER:** The skin-divers adjust their goggles as they reach the small buoy from which is suspended the steel cable. They swam down this and pierced a rubber disc at a depth of 517 ft., thus establishing a new record.

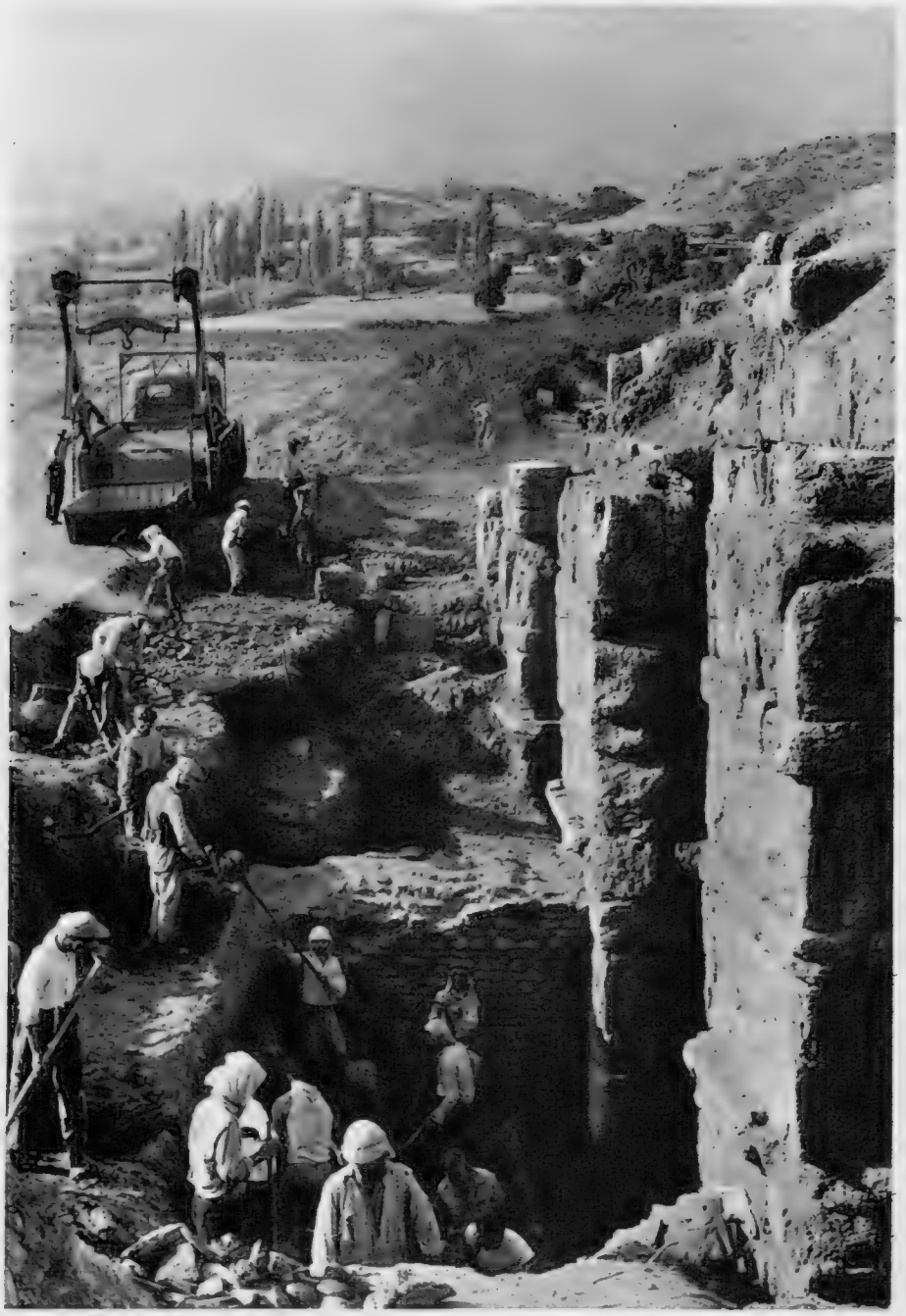
On left— **THE STEEL CABLE: It is measured before the attempt is made. Then small rubber discs were fastened to it. Each of the divers was equipped with a pair of pincers punching a different-shaped hole.**

On right— **THE START: All that can be seen of one diver are his webbed feet sticking up above the surface as the trio of Italians start to descend the steel cable.**



UNDER THE SEA: On the way back to the surface, one of the divers waits during a decompression period, in which the diver's body is adjusted to the decreasing pressure. It took just over 5 minutes to reach the record depth but more than an hour to return. In descents, divers undergo an increase in pressure of about 14·7 lb. per sq. in. every 33 ft.

ONE OF THE FINDS AT SARDIS: It is a Greek, two-handled vase, discovered this summer by the Harvard-Cornell Archæological Expedition at the site in western Turkey. On the shoulder of the vase is the sculptured head of Hercules.



AMERICAN DISCOVERIES AT SARDIS

Archæological Work Uncovers Nearly 3,000 Years of History

The discoveries made by the Harvard-Cornell Expedition to Sardis, in western Turkey, this summer ranged from crude cooking-pots of the second millennium before Christ to striking objects of Islamic art used just before the city's destruction by Tamerlane in the fifteenth century A.D. With twelve American archæologists in the team, the expedition was supported by funds provided by the Fogg Museum of Harvard, Cornell University, and the Bollingen Foundation of New York.

Perhaps the richest harvest of archæological remains came from the Roman period. Just as it was decided to stop digging on a large scale for the season, Imperial inscriptions were found on the tumbled fragments of a large triple gate. The inscriptions mention an Emperor whose name is not preserved and an "Empress Julia." It is believed that the gate was dedicated to the Empress Julia Domna, daughter of the high priest of the Sun God and wife of the Emperor Septimius Severus. She was renowned for her beauty and her intellectual interests and ended her career by starving herself to death in A.D. 217. The gate belongs to a large precinct previously excavated by the team. In the area fragments of architectural decoration abounded. Their size and detail were extraordinary and among them were striking life-sized heads of a laughing satyr and the goddess Athena, both of fine quality.

There are the ruins of a shopping centre in the same area. As well as shops and restaurants it includes a luxurious public toilet with marble seats. Attesting to the great prosperity of Sardis in the late Roman and early Byzantine periods, elegant mosaic floors and abundant supplies of delicate glassware came to light.

The expedition unearthed new information about the development of the Early Christian community of Sardis, renowned in the Revelation of St. John as one of the Seven Churches of Asia. One of the shops excavated had been converted into a chapel and baptistery. Two crosses carved over earlier Greek inscriptions on a rectangular marble basin proclaimed the triumph of the Church; the basin, supplied by water from earlier Roman water-pipes, may have served for the baptism of adults. In front of it stood a hollowed-out marble block resembling a baptismal font, presumably used for baptising children.

Across the road from the Roman shopping centre, the diggers continued to uncover the palatial residence known as the "House of Bronzes." Its principal feature is a court gleaming with multi-coloured marble. Its circular centrepiece has the letters "IE," an abbreviated reading of the name of Jesus. Bronze implements of an ecclesiastical character and rich marble furnishings were found; among the latter was a dedication to the Moon-God, which had been re-used as a support for a marble table.

Opening off the court is an apsidal room, which, in the opinion of an expert on the history of architecture, was a chapel. The platform near the apse seems to resemble a bishop's throne; if this is so, it may mean that the "House of Bronzes" was the residence of the Bishops of Sardis. An iron sword was found lying on the floor, evoking visions of the violent strife which must have preceded the sudden destruction of the Early Christian residence.

Finds by peasants led to the unearthing of remains from an earlier period. They brought to the archæologists' camp the marble portrait head of a beautiful girl and that of a horse, the latter highly polished. The area where they were found was investigated with good results. First, a strange monument, decorated with lions' legs and inscribed "MA," perhaps a dedication to a Lydian goddess, was uncovered, and then an imposing Roman mausoleum. Concealed within its foundations was a chamber containing two nearly intact benches. This room had served as a burial-chamber in the Greek Hellenistic era and yielded a masterpiece of Hellenistic pottery—a large two-handled vase decorated with a sculptured head of Hercules and the battle of Amazons in relief work. Deep beneath the Greek chamber there appeared the walls of the ancient Lydian city of King Croesus, among them the corner of a building of great size.

A thick layer of burned wood above indicated the manner in which the city was destroyed by the rebellious Ionians when they marched to Sardis and burned down the city to start the war between Greece and Persia in 499 B.C. From this discovery it was thought that the ancient Lydian city must have occupied a much greater area than the later city of Greek and Roman times. It is hoped to continue diggings at Sardis next summer.

THE EASTERN BOUNDARY OF ANCIENT SARDIS: Workmen are excavating a Roman bath in Western Turkey. The ruins were penetrated to a depth of 40 ft. In the excavations the American archæological team of twelve were assisted by fifty workmen. The diggings covered five sectors of the site and discoveries span nearly 3,000 years.

On left—

A MARBLE SCULPTURE: Part of a column capital, the life-size head is of a laughing satyr. Found nearby was another life-size head—of the Roman war goddess Athena. They were discovered in a precinct, the crumbled gate of which was found to bear Roman Imperial inscriptions.

TWO OF THE MOST IMPORTANT DISCOVERIES: Crosses are carved over earlier pagan inscriptions on a marble basin, probably used for Christian baptism ceremonies. *Left* are Roman statues, found buried feet to feet, of an official and his wife.

The World of Books

FRENCH ADVENTURER IN INDIA

A Biography of the Eighteenth-century Count de Boigne; a Portrait of Middleton Murry; Autobiography and Adventure; and Novels from the United States and Canada

THERE are times in a man's life when a fairly simple change of name may lead to a complex and even spectacular change of circumstances. So, indeed, it was for a young eighteenth-century Savoyard who was born Benoit Leborgne, a surname which the disobliging might have taken to refer to "the one-eyed," and who changed this last with no more trouble, one imagines, than the stroke of a pen, to "de Boigne." Under this name he was to become one of his period's most remarkable soldiers and administrators and to acquire, even in the India where he won his greatest triumphs, the reputation of a scrupulously honest man. He had also acquired a very respectable fortune by the time he retired at the age of forty-five and sailed for Europe.

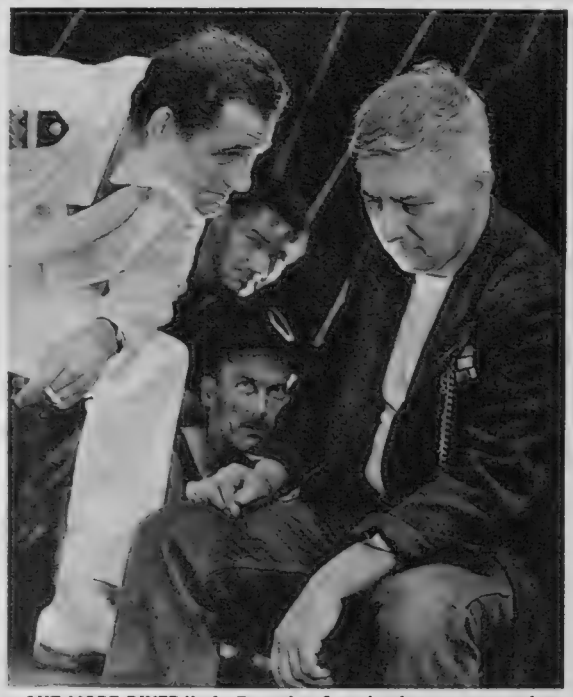
FOUNTAIN OF THE ELEPHANTS (Collins. 18s.) is a biography of this unusual figure, and it has been written with typical clarity, good humour and ease of manner by Mr. Desmond Young. The fountain in question was erected in de Boigne's native town of Chambery after his death there in his eightieth year. Between his first Indian ventures and his semi-retirement there were wonderful stories to be told, and well told they are by a writer whose simplicity and vigour of style admirably suit their subject. This is a biography of that rare kind which convinces the reader that he is far better employed in studying a period, a country and a history in which he previously had only the most casual interest than in entertaining himself with what are lightly called popular books. I found it consistently virile, interesting and often amusing.

THE LIFE OF JOHN MIDDLETON MURRY (Methuen. 30s.), by Mr. F. A. Lea, might be called an apotheosis of an intellectual. Born in 1889, Middleton Murry climbed out of his proletarian origins by way of a scholarship from a Board School to Christ's Hospital, and from thence to Brasenose, where the aura of Walter Pater was still omnipresent. He was enough of an artist and therefore a rebel to reject the easy path to Don-dom, and instead he chose an uneasy alliance with Katherine Mansfield, whom he afterwards married. In those years he contracted an even more uneasy alliance with D. H. Lawrence, and in later years, from those two, he derived a sufficient income to pursue his personal aims which included the practice of the higher criticism, a neo-Bergsonian philosophy, the pursuit of pacifism, membership of the Communist Party, and, latterly, the kind of establishment in East Anglia to which Lawrence tried to convert him unsuccessfully years before. The list of his written works is formidable. The many facets of his character could, I suppose, be interesting. But I am wondering if it all has been worth the devoted biographer's labour and whether the price of the book is going to be worth it to those who want to read it.

Gustav Regler is a German-born writer, poet and, above all, man of action who at present lives in Mexico and who came there through a turmoil of fighting, always for the cause which he considered needed the positive support of force. THE OWL OF MINERVA (Hart-Davis. 30s.) is his autobiography, the title chosen from Hegel's line that: "The Owl of Minerva spreads its wings only with the falling of the dusk." Now that he considers that the dusk has come with his maturity—he is roughly as old as our century—he has written about his amazing life and the fighting for freedom, as he saw it, that he has done. Regler fought against the Spartacists in Berlin, against the Weimar Republic, in the Spanish Civil War, when Hemingway became a friend of his, and Regler himself later became a Communist. He was to turn from this form of political faith in the end, and this book of his is not only the record of a morally and physically battling life, but an indictment of Communism no less effective because it has so little bitterness. His own restless mind and great capacities, his friendships and, above all, his love for his second wife, Marie Louise, have shaped his way, and no one but himself could so well have written its stormy story.

The business of sailing small boats single-handed across dangerous oceans is fantastically brave and also, from many points of view, just fantastic. Mr. Adrian Hayter, who sailed his old, 32-ft. yawl alone from England to New Zealand, writes himself: "Fourteen weeks out to-day, over a quarter of a year drifting around half-dead, entirely alone, it's fantastic." And so it is, particularly since not one of these lone sailors from Captain Slocum to Alain Gerbault has ever been able to explain to landlubbers, or even to less adventurous fellow sailors, just why it is that they do it. SHEILA IN THE WIND (Hodder and Stoughton. 21s.), the record of Mr. Hayter's trip, is a wonderful adventure tale and so compulsively readable that no matter where you open it when you pick it up, you will have to read on till you finish it.

THE LAST BLUE MOUNTAIN (Chatto and Windus. 21s.) is the story of an expedition made two years ago, which might be assessed by some as a tragic failure, since it resulted in the loss of two lives, but in his foreword Sir John Hunt points out that: "When an accident occurs, something may emerge of lasting value, for the human spirit may rise to its greatest heights. This happened on Haramosh (the mountain objective). From this truer viewpoint, this story is not one of failure but of triumph." Mr. Ralph Barker has written the story after studying the private journals of the climbers and after many talks with the survivors. His book, the result of this sympathetic and knowledgeable research, is both moving and exciting.



"ONE MORE RIVER": In Beverley Cross's play, now running at the Westminster Theatre, London, the ambitious mate and acting captain of the small cargo-boat is played by Robert Shaw (left). There is a feud between him and the old bosun, played by Paul Rogers (right). Set on the vessel, waiting to dock off Africa, the play is a taut and exciting study of mutiny.

FREE ASSOCIATIONS (Hogarth Press. 25s.) is, perhaps, the perfect title for a volume of autobiography by a very distinguished psycho-analyst, and it is all the more sad that Dr. Ernest Jones, friend and biographer of Freud in a monumental work, should not still be alive to know the warmth and interest with which this book of his own memoirs is being received. A modest as well as a brilliant man, Dr. Jones devoted himself for years to the compilation and writing of the three volumes on Sigmund Freud's life and work; his own career and its recording was removed to a subsidiary place, and even this one book on it ends as far back as 1918. For all its incompleteness it is a rewarding document and shows this extraordinary man in all his brilliance and moral courage, however understated these qualities are in these pages.

All the generalisations—and one means many of them quite sincerely—such as being tired to death of war novels and never wanting to read another one, can easily collapse when along comes a really fine one such as Mr. John Hersey's THE WAR LOVER (Hamish Hamilton. 18s.). Mind you, I'd rather Mr. Hersey had taken another subject for this long and completely convincing book, but he hasn't and there we are, compelled to read on and on because that's the kind of story-teller he is. *The War Lover* is about a group of men in the American Air Force, stationed in Cambridgeshire and engaged on bombing raids over Germany. In such spare time as they get they do a little drinking, a little wenching and a lot of sleeping. They have friendships and feuds; they fight their neuroses or are free from them. The pattern is not an unfamiliar one, since other writers have shown it to us, but here we see it with peculiar force and with the especial intensity of vision which Mr. Hersey communicates to the reader.

Mr. Stephen Longstreet has these things in common with Mr. Hersey that he is American and that he has the talent of telling a very readable tale. Apart from that they live and write in different worlds. THE BEACH HOUSE (Hammond. 15s.) is about Hollywood in the present day and, although the place hasn't had any appreciable glamour for years now, this novel finishes it off thoroughly and ties up the remains with a neat crepe bow. Turning from this little chore the author, as it were, advances on the Californian coastline and draws as vivid and repellent a picture of the beaches of lower California as ever I have seen. Throughout all this admirable, if surprising, descriptive writing there is the story of the new star, the first-rate film producer who is slipping, the colourless, imported writer and the succession of drunks, tramps and psychopaths who have come unto these dingy sands. An absorbing novel this, and by no means as melancholy as its setting would suggest.

It is the authenticity of the background which gives such strength to Mr. Hugh MacLennan's novel, THE WATCH THAT ENDS THE NIGHT (Heinemann. 16s.). Here is a Canadian novelist, and a fine one, who not only writes about the modern city of Montreal, but writes about a group of people there with all the unabashed force of sentiment of a mid-Victorian, and proves that this, also, is a strength to him. The oddly formed triangle of his plot are real people even at their most sententious, their most ineffectual or their most poignant, but it is when he comes to speak about his city that Mr. MacLennan shows his true calibre. "It is a curious city, Montreal," he writes. "I am absolutely certain that Montreal is the subtlest and most intricate city in North America. With her history she could not have been otherwise and survived, for here the French, the Scotch and the English, over two centuries, have been divided on issues which ruin nations and civilisations, yet have contrived to live in outward harmony." As a statement that is worth examination; as the sketch of a background it proves good novelists do not keep all their perceptive moments for their characters.

Vernon Fane

THE TELL-TALE ADULTS

The Traditional Lore and Language of Schoolchildren

What goes on among the young clientele at our national dispensaries of learning? Judging by the findings of Iona and Peter Opie, the pattern is much the same in whatever part of the land you travel. During a period of eight years these indefatigable researchers have collected information from 5,000 schoolchildren in England, Scotland and Wales to produce their remarkable volume, THE LORE AND LANGUAGE OF SCHOOLCHILDREN (Oxford : Clarendon Press. 35s.). This is a record of a strange and primitive culture, including seasonal customs, initiation rites, rhymes and chants, catcalls and ruderies, stock jokes, riddles and the traditional juvenile argot which continues to flourish in street and playground largely unknown to, and certainly unheeded by, the adult world. This must indeed be the first full survey on this subject ever made. For their research the Opies chose schools as far apart as Golspie, in the far north of Scotland, Pendeen, in Cornwall, Wilson's Grammar School in London, and the Dinas Secondary Modern at Aberystwyth. They have even looked farther afield to the Commonwealth, finding in New Zealand, for instance, phrases and epithets being used in school to-day which were commonly used in Oxfordshire up to the end of the nineteenth century.

There is a painful uniformity, the Opies declare, about the greetings children offer each other on birthdays. A fourteen-year-old Kirkcaldy girl sums it up when she says: "Nip the person concerned, kick her with your knee, and pull her hair according to age."

Colonel W. Byford-Jones knows the Middle East well enough, and many of the key figures have given him their views—Nasser, Ben-Gurion and Menderes among them. But his sense of fairness deserts him when he surveys the problem of Cyprus. No one expects him to laud Grivas as a Hellenic hero; but it seems a pity that the Greek leader has to be branded as the head of a rabble "whose behaviour would have discredited the Dark Ages," and that the words "cowardice," "treachery" and "barbarism" should be so freely bandied about in regard to the movement Grivas led. GRIVAS AND THE STORY OF EOKA (Robert Hale. 21s.) is not a successful piece of documentary writing; it has possibly been written at too close a date to the events it describes. There is no doubt of Byford-Jones' own sincerity, and desire for a durable peace in Cyprus.

James Morris, a journalist of distinction, has produced a most readable survey of one aspect of events in greater Arabia with his book, THE HASHEMITE KINGS (Faber and Faber. 21s.). While the horrors of the Bagdad rising of 1958 are still fresh in public memory, he takes us back to the days of Lawrence and Feisal, tracing Britain's long Arab love-affair and all who were caught up in the drama of it in the First World War and after.

The literature on baroque art grows apace, and it is good to see BAROQUE IN ITALY (Batsford. 35s.) interpreted by no less an authority than James Lees-Milne. The author believes that Baroque in Italy was essentially a religious manifestation, and his book deals to a large extent with ecclesiastical architecture in Rome itself. Mr. Lees-Milne is not concerned only with architectural matters, however. He also shows the style as

LORD WOOLTON'S TESTAMENT

Lord Woolton warns us that his Memoirs are not an autobiography, and that is made evident in the first chapter. THE MEMOIRS OF LORD WOOLTON (Cassell. 30s.) are a testament of noble thoughts and ideas conceived in youth and turned into actions by determination, drive and great organising ability in the course of a busy and useful life. And to these virtues, to enable him to achieve what he did, Nature threw in a still more vital gift, the power to get on with all sorts and conditions of men and to win their co-operation in his aims to eliminate starvation, unemployment and poverty, and to preserve individual initiative and responsibility. His book is serious reading, and packed with facts and wise conclusions and suggestions, it is enlivened with a kindly and pleasant humour. In so far as autobiography peeps through, it produced many surprises for one reader. My idea of Lord Woolton's early days and origins was entirely erroneous. His public career, and the jobs he held during the wars and between the wars, are known to every schoolboy.

His association with Lewis's was for him a new departure in industry and as much an occasion for a difficult decision as were his acceptance of the Ministries of Food and Reconstruction. Perhaps his last assignment as Chairman of the Conservative Party was nearest to his heart. It was as successful as his famous Ministries. All his life he strove for the betterment of the underdog. He approves all the measures of the social revolution which have eliminated social injustices and privilege. It is significant that he ends on a note of warning that higher and higher levels of social progress may weaken the moral stamina of those whom progress is designed to benefit. It is a profound thought and a serious warning which is increasingly voiced to-day.

ANOTHER "CLOUD OF PINAFORES"

Nursery autobiography is becoming a popular fashion in book production which may soon rival books on Royalties. Presumably it pays, if not so safe a winner as the rival fashion. And that is odd, because while babies and schoolchildren may possess all the charming simplicity of many Royal families and be not less bound by tradition, living in a world of their own remote from that of ordinary adults, their nursery doings are seldom enlivened, as in the case of Royalties, by grave, historic events and the incursions of statesmen, dictators and political crises.

Indeed, one "cloud of pinafores" in any age and in any walk of life can be taken as a fair sample of all the rest back to Methuselah. To make nursery autobiography readable, the style of writing and a sense of humour which can outlaw egotism and can make a real contribution to social history, are essentials. Geraldine Symons' CHILDREN IN THE CLOSE (Batsford. 18s.) reveals these essentials and goes further. It proves, if proof is needed, that the cathedral closes of England are indeed backwaters and last ditches, and lag a generation of time behind the rest of England. I cannot believe that any other nursery party lived right up to World War I that Victorian existence which the authoress pleasantly describes for herself and her sisters. It would have seemed antiquated in my nursery in 1890. In these days of the Lunik and the lunatics, property values in Salisbury Close must be still soaring.

John Gore

---

it emerged in the work of painters such as Caraveggio and Pietro da Cortona.

Pancho Gonzales is a tough, strong-minded tennis player, and certainly a go-getter. This emerges emphatically from his autobiography, MAN WITH A RACKET (Thomas Yoseloff. 18s.); but the reader may in the course of these pages find quite a deal of sympathy for the indefatigable but hard-pressed player, ever at the beck and call of those who would turn on the tap of his professional genius. Gonzales is the champion; sooner or later every player entering the professional ranks wants a summit meeting with him. It may be that the road leading to the pinnacle of lawn tennis success has many unfortunate features, but Pancho Gonzales bravely tells all, with the help of Cy Price.

AFRICA'S WILD GLORY (Jarrolds. 35s.) is the work of W. Phillip Keller, an expert upon the wild life of both the African and American continents. Mr. Keller was brought up in East Africa, and his book is a valuable record of southern Kenya past and present, together with a forecast of the shape of things to come. This is a book that is truly written from the heart.

Here are three albums all of them to be commended as gift books for Christmas. Kay Thompson's ELOISE AT CHRISTMASTIME (Reinhardt. 12s. 6d.) is a happy sequel to *Eloise* and *Eloise in Paris*, with the indefatigable girl enjoying herself to the full. The drawings are by Hilary Knight. THELWELL COUNTRY (Methuen. 15s.) is the latest collection of Thelwell's cartoons and humorous sketches. THE BEAUTY OF HORSES (Max Parrish. 30s.) is a delightful album of 128 photographs drawn from many sources.

R. C. E.

AN ADAPTATION OF A FAMOUS NOVEL: In Ronald Gow's stage version of V. Sackville-West's *The Edwardians*, at the Saville Theatre, in London, are; from left—Ian Shand (footman); Richard Vernon (Sir Harry Tremaine); Ernest Thesiger (Vigeon); Nicholas Hannen (Lord Templecombe); Ambrosine Phillpotts (Lucy, the twelfth Duke's mother) and Hugh Cross (Leonard Anquetil).

"THE EDWARDIANS" ON THE STAGE

One of the most difficult tasks in the theatre is the adaptation of a novel as a play, particularly one as long, as complicated and as well known as Miss Sackville-West's *The Edwardians*. In the stage version of this book, about a young Duke who rebelled against the social system of his class, Ronald Gow has selected only one incident to form his plot. *The Edwardians*, at the Saville Theatre, in London, is about the young Duke Sebastian's *affaire* with a married woman, Lady Roehampton. She loves him but remains true to the Edwardian code. Playing the lovers are Jeremy Brett and Helen Cherry. Much of the charm of the play lies in the portrait of the elderly Dowager Duchess, given to primitive humour, by Athene Seyler, and the study of an old, aristocratic butler by Ernest Thesiger. The third act opens with the announcement of the death of King Edward VII. Perhaps here is seen the chief merit of the play, as a portrait of the long, sunlit afternoon of the Edwardian era threatened in the year 1910 with the vague apprehensions of nightfall.

On left—

THE CHARMING LADY ROEHAMPTON: Dressed in all the elegance of the Edwardian era is Helen Cherry as Lady Roehampton, with whom Sebastian, the twelfth Duke, has an *affaire*. The question of whether she will leave her elderly husband for Sebastian forms the mainspring of the plot of Ronald Gow's version.

TRYING ON THE DUCAL ROBES: Vigeon, the butler, places the coronet on the head of Sebastian (Jeremy Brett). Extreme left is the young Duke's mother, Lucy. Seated in the wheelchair is the aged Dowager Duchess (Sebastian's grandmother), who is played by Athene Seyler. She is flanked by Gunter (John Gill) and Miss Wace (Aimee Delamain).

The Sphere of Travel

WINTER SPORTS

A Special Annual Section Covering all the Important Aspects of Holidays in the Snow

By GORDON COOPER

SKI-ING FOR THE OVER-FORTIES—

It's Never too Late to Go Winter Sporting

I SUPPOSE everyone is visited from time to time by the unwelcome thought that he is rapidly growing older. This happened to me late last year when I had my Post-War Credits repaid. It was followed by an unusual sequel. I decided to go ski-ing on the proceeds. This article perhaps should have been headed "A Fool on Skis," for as an absolute novice I managed to do many things the wrong way. But I was rewarded by the wonderful feeling of physical fitness on my return from three weeks spent in the crisp, cold air of the mountains. Anyhow, after certain essential preliminaries, I found myself on the nursery slopes at sixty (plus).

My initial mistake was that I failed to reduce my weight—and suffered in consequence later when I reached the slopes. It is, I realise, absolutely essential to be as fit as possible before leaving home. I took some pre-ski-ing lessons at the London Winter Sports Centre, and I can recommend them; but they do not suffice, and the right kind of exercises at home to make the muscles supple is definitely a "must."

Although you can hire ski equipment and clothing, I decided to buy the essential articles from Lillywhite's: a ski waterproof jacket, a pair of ski trousers, ski socks, ski mitts, a pullover and a couple of gaily-coloured shirts. I hired a pair of ski boots, although I think it is really better to buy your own pair and get them worn-in to fit your feet comfortably. I failed to buy a pair of snowboots, which are really essential, especially if one goes curling, and are also recommended for ordinary strolls. I hired skis on the spot at the resort. Altogether my equipment and clothing cost me, exclusive of ski hire, about £22. In addition, I took out a special insurance policy to cover possible medical charges in case of an accident—which I managed to avoid; but it is a necessary precaution.

My choice of a resort was Gstaad, in the Bernese Oberland. I could not have done better, for this picturesquely situated resort (3,451 ft.) has excellent hotels to suit all purses (I lodged in the Gstaad Palace, which is unexcelled in Switzerland), good nursery slopes, and a variety of spectator sports and *après-ski* entertainments. I think for older people this *après-ski* life is important, for I found after a strenuous morning's exercise on the slopes that I wanted to relax for the rest of the day. Other recommended winter-sports resorts for elderly beginners are Arosa and Lenzerheide, in Switzerland; during a tour I made of the other centres in the Bernese Oberland I was especially attracted to Mürren, surely the most beautiful spot in Switzerland, and to Adelboden.

To recommend resorts suitable for the older generation the following points must be borne in mind: (1) if the altitude is too high, the over-forties, especially those suffering from heart ailments, will find it difficult to get sufficient sleep, and in many cases it may mean two or three nights without sleep until they become acclimatised. Furthermore, the higher the altitude the greater the muscular strain and the earlier fatigue sets in; (2) the resort must be easily accessible; (3) the sports facilities at the resort should be close at hand to the village or the hotels and at the same time the nursery slopes should not form a centre of attraction to sightseers in order to avoid unnecessary embarrassment to the learners.

Other winter-sports resorts in Switzerland which have been reliably recommended to me as being suitable for persons in my age category include Flims (Grisons), Crans-Montana (Ticino), Andermatt, Celerina (near St. Moritz), Champéry, Lenk, St. Cergue (for a Christmas or early season holiday), Samedan, and Villars (with the highest sunshine records in Switzerland).

Six lessons at the Gstaad Ski School cost me 26 Swiss francs. I was one of a class of eight, English and French. On my first day I had three falls, and it was here I suffered because of my weight; I just could not get on to my feet without help from the instructor. It was rather ignominious. During the rest of the week I had ten other falls, but without hurt. After the first day I found that my shoulders became stiff, but after that I felt increasingly fit. My aptitude on skis unfortunately did not improve very much, and I never got out of the "infants' class." I felt rather

SWITZERLAND:

On left—

AUSTRIA: *Skis have made patterns in the snow on the slopes near Kitzbühel, a favourite Austrian winter-sports centre.*

CALENDAR OF WINTER SPORTS

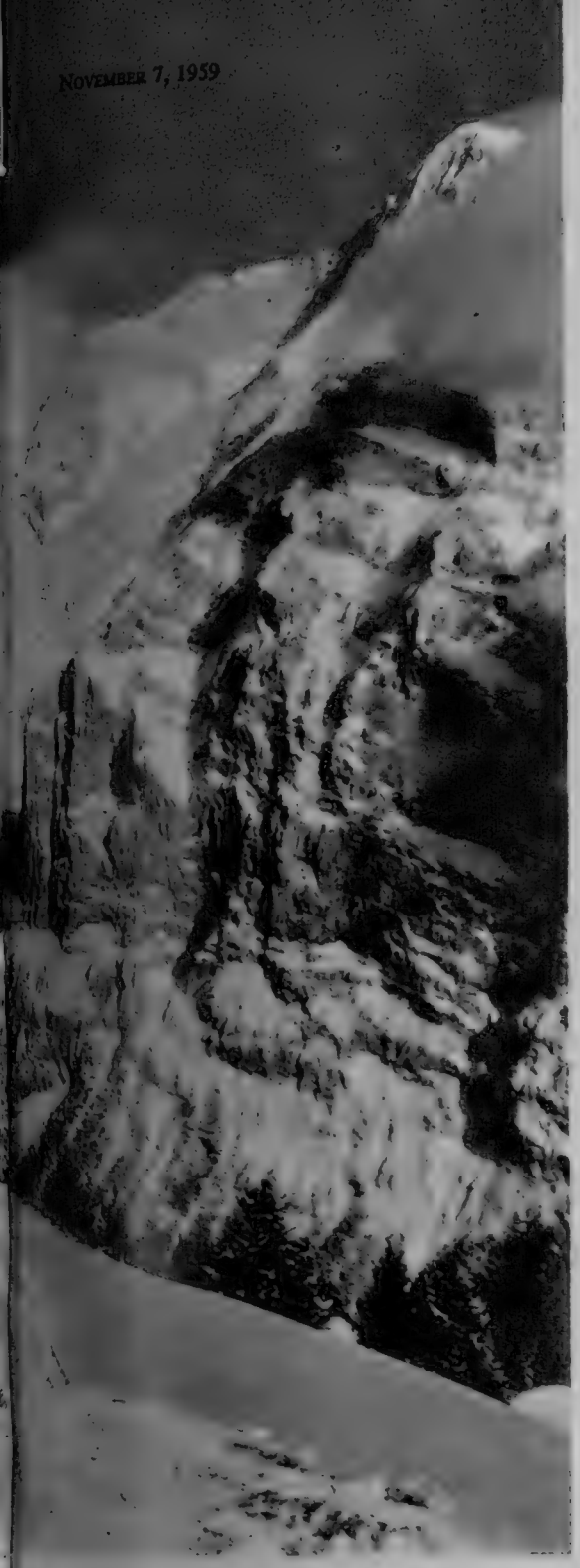
A Guide to Events in the Resorts

AUSTRIA
LECH—January 14-15, Lowlanders' Championships.
KITZBÜHEL—January 16-17, Hahnenkamm Races.

FRANCE
CHAMONIX—January 23, Ski-School Fete.
VALLOIRE (Savoy), January, Snow Carnival.
ALPE D'HUEZ—January, Livacic Trophy.
MORZINE (High Savoy)—January, International Ski Race.
CHAMONIX—February, Chamonix Cup ski-race, jumping and slalom. February 20-21, Grand Prix.
MÉGÈVE—February, International Skating Competition.
MÉGÈVE—March, Townsmen's International Ski Derby.

GERMANY
GARMISCH-PARTENKIRCHEN—February, International Winter Sports Weeks, including German Bobsled Championships, International Ski Jump World Championship.
LENGGRIES—February, German Ski Championship.
RUHPOLDING—February, Ski Jumping Competitions.

ITALY
CORTINA D'AMPEZZO—January 17, Kongsberg.
SESTRIÈRES—January 29, Ski-ing Derby.
SESTRIÈRES—April 1-3, Arlberg/Kandahar.



The skiers are on the final run from the Schlithorn, near Mürren, in the Bernese Oberland. On the right is the Eiger, with the Mönch beside it.

ashamed when I saw my fellows move up and even engage in downhill runs. It made me feel envious, for rushing down from the higher slopes must surely be one of life's greatest thrills.

The cloudless days, the warm sunshine, and the colder nights passed too quickly, and then I spent a week visiting some other winter-sports resorts in the Bernese Oberland: Lenk, Château d'Oex (just outside this region), Adelboden, Grindelwald, Kandersteg, Kleine Scheidegg, Wengen and Mürren. But I had no time for any further ski-ing. I crossed over into Italy for a few days at Cortina d'Ampezzo. This is as lovely a spot as any in the Dolomites, although few Britons go there. Its winter-sports facilities are first-class, including the fine Olympic rink with its skating surfaces and a place for curling. I tried this Scottish sport, and became a member of the Cristallo Curling Club, which is affiliated with the parent curling body in Scotland. I can't claim, however, to be any better a curler than I was a skier, but I think on the whole I enjoyed myself more. It is a much more strenuous sport than might appear, and early in 1960 I hope to go to a Norwegian resort and try to improve my skill there. Frankly, I feel that if you are over-weight and not too supple, curling is a more suitable form of activity for the elderly.

I took up ski-ing again after reaching Seefeld, in Austria. This popular resort and Kitzbühel are probably the best suited for the over-forties. Ehrwald, Lech and Zell am See are other recommendations. Frankly, I preferred Gstaad, if only because the instructors there seemed to be more sympathetic. At Seefeld, for instance, there was no friendly hand to help me rise when I toppled, so I just had to remove my awkward skis and walk back to my hotel. I found it easier to remove the skis from my feet than to put them on—an art I never mastered—probably once again due to my excess weight.

Learning to ski is not just a matter of shooting off lithely and swiftly downhill. It is largely a case of picking oneself up; walking, by the most unnatural methods, uphill, and leaning, with all one's might, on sticks, in an effort to prevent feet from disappearing in every direction. All these things require more arm muscle than a weight-lifter can boast; and mounting even a short slope, down which one slides later in a few seconds, requires a far longer period of hard struggling.

Had I been more light and active and progressed like my fellows in the science of this joyous sport, I would have migrated to a steeper slope, not as you may hope (or fear) for the joy of speeding down it, but to learn the " turns " and " stops," without which no one is safe on the snow. This is where the children, with their lithe young bodies, score; and I noticed that even middle-aged ladies were better than the men. All the unnatural postures one is called on to assume, coupled with sheer physical effort, find out every muscle you ever possessed. In fact, every time you must " herringbone," or " side-step," to reach the top, you will wish you had worked harder at ankle exercises before you left home.

Even the descent is fraught with problems. It is all very well for the instructor to shout " Bend your knees ! " or " Put your sticks in front of you and stand in a snow-plough position ! " If you ever reach that position, you 'll be lucky, but wait for your arms to protest. All of which leads to the point that the strengthening of one's arms, again before leaving home, is one of the most important exercises—if not the most important.

Here I might mention that in addition to the London Winter Sports Centre to which I have already referred, there are other Dry Ski School classes. These include those arranged by the Ski Club of Great Britain, in co-operation with the Central Council of Physical Recreation. As these bodies have provincial centres, this may be a help to some readers. You might also consider joining the Ski Club, which offers certain advantages to its members, not least the presence of its representatives in most of the main winter-sports centres. Not only can you get from these individuals helpful advice, but they organise cocktail parties which bring you into touch with other skiers. They also organise charter flights, as well as arranging ski-ing tours and minor races.

Whether you go on your own or in an organised party is a matter of individual choice. Personally, I think an organised tour is best for the beginner, and it is probably the most economical method. What to wear ? Apart from your ski-ing clothes, *après-ski* hours at fashionable resorts demand a rather extensive wardrobe, especially if you are staying in a first-class hotel. Remember, though, that Continental hotels are usually almost overheated. Evening dress may be taken if you are likely to be partaking in social events in the evening, otherwise a dark suit will do. For women, a simple cocktail or afternoon dress suffices, although you may want to dress more elaborately in the luxury hotels. At the Palace in Gstaad I saw quite startling dresses worn, including ski-ing ones, even though their wearers never went on the slopes, but spent the mornings strolling around, often with a small dog in tow.

I hope I have shown that a happy ski-ing holiday for the over-forties hinges mainly on physical condition. Otherwise, it is largely a matter of common sense, and the golden rule is to work within one's physical capacity, and not to go beyond it.

My ski-ing experiences earlier this year have whetted my desire for more winter-sports holidays. While I realise the fascination and thrill of dashing down the mountain slopes, yet I feel that this joy is beyond me. But I intend going in February next year to Norway to try out some ski-touring. Here I believe a moderate degree of proficiency is easily and quickly acquired. So even if my progress is rather like that of a tortoise, I shall have more time to scan the snow-covered landscape and to breathe in great gulps of the exhilarating air. And then there will be the curling . . .

NORWAY

MJÖNDALEN (near Oslo)—January 24-31, Norwegian Ski Championships.
GEILO—January 9-24, Winter Sports Festival.
OSLO—January 23-24, European Speed Skating Championships.
Also on January 10, Monolith Ski Race.
OSLO—March 17-20, Holmenkollen Week.
GEILO—March, Gangler's Cup (curling).
OPDAL—March 19-20, Midnight Cup (curling).

SWITZERLAND

ADELBODEN—January 3-6, International Ski-ing Competitions.
ANDERMATT—January 5-6, International Gotthard Ski-ing Competition.
AROSA—January 16-17, Squirrel Cup (curling).
DAVOS—December 26-31, International Ice Hockey Tournament (Spengler Cup).
DAVOS—January 20, International Giant Slalom.
DAVOS—February 28, Parsenn Derby.
GRINDELWALD—January 6-9, International ski races for ladies.
KLOSTERS—January 26, International Giant Slalom.
MÜRREN—January 16, Four Stars Race.
MÜRREN—January 25-February 1, Curling Week.
MÜRREN—February 14, Inferno.
ST. MORITZ—January 11, Anglo-Swiss Universities' Race.
ST. MORITZ—January 4-10, British Ski Racing Week.
WENGEN—January 29-31, Swiss Curling Championships.
WENGEN—January 13, 34th Wengen No-Fall Championships for *Sunday Times* Cup.
WILDHAUS—January 29-31, Swiss Championships.
ZERMATT—January 31-February 7, Curling Week.

On right—
ITALY:

At Sestrières, which is one of Italy's most fashionable winter resorts, the ski-run is dotted with trees.

Winter Sports

HOLIDAYMAKING IN THE SNOW

A Selection of Suggestions from The Travel Agents

COOK'S. In Switzerland, this experienced firm offers fifteen-day holidays for around £40 at Flims-Waldhaus, Engelberg, Mürren, Champéry, Arosa, Adelboden, St. Cergue and Gstaad—all places I recommend. Slightly higher in price are holidays (fifteen days) at Lenzerheide, Klosters (with a distinctive charm), and Davos (never have I drunk in better mountain air than here). I also like very much Zermatt, for the Matterhorn is my favourite European mountain, and the absence of motor traffic in the streets of this village is in itself a real rest to the ears. Cook's Initiation Party is held in Kandersteg, but it would not be my first choice.

In Austria, Cook's Beginners' Party is being held at Mayrhofen (fifteen days from £49), while its fifteen-day holidays at Ehrwald, Seefeld, Lech and Kitzbühel are all under £40. Italy is more expensive and fifteen days at Cortina d'Ampezzo costs about £50. For another £10, however, you can stay at either the Cristallo Palace or the Miramonte Majestic, two of the finest hotels in Italy. Note, too, that this firm is running its usual sightseeing tour by motor-coach, stopping in various winter sports resorts; the inclusive charge for this escorted tour is 48 guineas, so even if you decide not to partake actively in the sports you can enjoy the gaiety.

NORWAY: *At Finse the skiers propel themselves along a flat stretch of the ski run. Norway claims to be the home of ski-ing.*

INGHAM'S. This most reliable firm specialises in Austrian winter sports, although they also cover Italy, Norway and Switzerland. During January and in April there are reduced season rates. Travel is by Snowsports sleeper special trains and by chartered Snowsport Flights. All my recommended resorts are included in Ingham's brochure. A fortnight's holiday at Seefeld costs from £3 (Reduced Rate Season) and from £37 10s. during the High Season. Worth noting are this firm's bed and breakfast rates, which enable you to eat out as desired—a method I often prefer. In Seefeld the quotation is from £25 for a fifteen-day holiday. The presence of a local representative in several centres is also of help.

In Switzerland Ingham's cover most of my recommended centres, and here again you have the opportunity of securing lower rates in the low season, as well as bed and breakfast rates. Student parties by schools or by individual leaders are available at reasonable prices, and a fortnight at an Austrian resort need not cost more than £30 per head. For experienced skiers interested in hut-to-hut touring, ski mountaineering and glacier ski-ing the Austrian Alpine Club (for which Ingham's is the U.K. representatives) offers special opportunities.

WORLD SPORT AND TRAVEL SERVICE is the official agent for the VIII Olympic Winter Games to be held at Squaw Valley, California, from February 18-28, 1960. There is an inclusive tour at £320, with transport by air between London and San Francisco, thence by motor-coach to Reno and the Squaw Valley area.

This firm offers special facilities in Switzerland for children accompanying their parents on a ski-ing holiday, and they also have a special party for unaccompanied children at St. Cergue, a thirteen-day holiday there costing £38 (under fourteen years) and £39 15s. for those above this age but under sixteen years. This coming season World Sport has increased the number of its Swiss centres, while it offers a good range of winter sports resorts in the Dolomites. At this firm's headquarters is the London Winter Sports Centre.

ERNA LOW TRAVEL SERVICE LTD. is another firm I can personally recommend. It caters for what I would term the professional classes. For beginners there is an Economy Holiday at Ischgl, Fierbrunn and Alpbach with twelve-day ski hire, twelve-day tuition and ten-day ski-lift tickets included, the inclusive cost being only 30 gns. Among the other unusual features of Erna Low's programme are informal house parties at Kitzbühel and Villars; parties for families with young children under twelve; conducted teenagers' parties; young people's parties (eighteen to twenty-five); and air/car holidays for car-minded skiers. Individual arrangements include the opportunity of travelling by Ski-Air Charter and by

SKI-ING ON LESSER KNOWN SLOPES

When I was in Marrakesh last April I was surprised to hear how many British visitors had been ski-ing in the heart of the High Atlas. One English girl went into rhapsodies about the resort of Oukaimeden, at a height of 8,000 ft., which is only two hours away from Marrakesh. There is snow there from November to Easter, with a choice of runs as good as any you would find in the Alps. If you don't care to stay in Marrakesh there are three hotels as well as numerous chalets. What is possibly more important, there are three ski-lifts. The ski resorts in the Middle Atlas are not so high, but they are only 45 miles or so away from Fez and Meknes. Near Ifrane and its six hotels there are the extensive snow terrains of Michliffen at a height of 6,000 ft. Other suitable terrains in this area include Tizi Hebri, near Azrou. I would say that Oukaimeden would be the first choice, particularly since it is so near the warmth and sunshine of Marrakesh.

In complete contrast, ski-ing in Czechoslovakia is well developed, with good hotels and social amenities at resorts such as Marianske Lazne, Karlovy Vary, Klanovice, near Prague, and Piestany.

If I were thinking about going to Yugoslavia for winter sports I would certainly pick Bled, where there are some first-class ski terrains surrounding the frozen lake. Ice sports such as skating and curling are organised. The Grand Hotel Toplice is the best hotel there, situated on the shores of the lake and providing first-class service. There are other winter resorts in this north-west part of Yugoslavia where Bled is situated; Kranjska Gora is one where there is a ski lift and excellent terrain up to a height of 4,800 ft.

On a clear day it is possible to see from Istanbul the snow-capped mountain Uludag, which has become very popular in Turkey as a winter-sports resort. Although there is an hotel there it would be best to stay at the town of Bursa, 20 miles away. The ski grounds are extensive, offering a good variety of runs, but a good deal of foot-slogging would be necessary.

Not far away, in Cyprus, ski-ing is also possible between January and March, particularly in the Mount Troodos area. On Platres, 3,700 ft., there is an attractive hotel and on Troodos itself camp hotels are available.

Perhaps it is in the Lebanon, where the most unexpected winter sports are to be found. The Cedars at Bcharre has a ski-lift and two good hotels. The ski-runs are excellent, running down from 10,000 to 6,500 ft. Perhaps the greatest novelty is the prospect of ski-ing in the morning and bathing in the Mediterranean in the afternoon.

At the other end of the Mediterranean, in Spain, the three principal ski-ing areas are suitably situated near large cities. For example, La Molina, in the Catalan Pyrenees mountains, at a height of 4,300 ft., is easily accessible by railway from Barcelona in approximately four hours. The ski-ing season is from December to March. There are four ski-lifts, three of which offer a descent of 2,000 ft. There are several second-class hotels and a hostel or two. Another resort is Nuria, at a height of 6,400 ft. Here there are two ski-lifts, a funicular and several hotels, including a first-class establishment. Seventy minutes from Madrid is Navacerrada, at a height of 5,998 ft., where there is a first-class hotel but only one ski-lift. Ski-ing for the rugged and the experienced can also be arranged in the Sierra Nevada. The local tourist office at Granada can provide information.

Lastly, I would mention Scotland. Since I learned to ski there, I have a soft spot for the Cairngorms, where winter sports have developed in an amazing way since the war. Now that a new road is being built right from Glenmore Lodge to the very foot of the Cairngorms, accessibility should be much easier. For beginners there is always ski-ing in February, March and April, and for the experienced, from January right through to June, when there are quite extensive stretches of snow still left in the corries. Local hotels in the area now employ Norwegian, Swiss and Austrian ski-ing instructors for the season. Their services are included in the price quoted for accommodation. The most popular centres are Grantown-on-Spey, Nethybridge, Aviemore and Carrbridge. The Scottish Tourist Board issue an interesting booklet on winter sports holidays in Scotland. For anyone who has not yet learned to ski and who is unwilling to be seen on the nursery slopes of a famous Alpine resort in an undignified position, it would be a good idea to spend a long week-end in Scotland, trying out the sport and acquiring his ski-legs.

W. D. C. C.

The steep descent is made at Val-d' Isère, a resort offering good snow conditions until late in the season.

FRANCE:

Snowports special train to Austria. Erna Low, by the way, runs a Dry Ski School.

WAYFARERS TRAVEL AGENCY LTD. is one of the larger winter sports agents. In addition to the usual organised ski-ing parties (including those at Zermatt) and independent holidays, this firm is breaking new ground with a fifteen-days holiday at Graechen (Swiss Valais) at an inclusive price of £38. This is a delightful spot, with good hotel accommodation. Kossen, in the Tyrol and close to the frontier of Salzburg province, is another of their discoveries. This firm specialises in winter sports holidays for unaccompanied children. The adventurous might like to go on their ski-ing holiday in the Krkonose Giant Mountains of Czechoslovakia; what the conditions there are like I cannot tell.

TYROLEAN TRAVEL LTD. specialises in ski sports in the Tyrol, undoubtedly the most popular part of Austria among British visitors. The programme includes arrangements at all the main and some smaller resorts, for instance, Steinach, a charming small town in the Wipp Valley, not far from Innsbruck. In some cases bed and breakfast prices are quoted, a fortnight's holiday in Igls costing only 24½ gns in the low season and a guinea more for the high season. Similar facilities exist at St. Anton, Seefeld, and Kitzbühel.

WINGS LTD., HORIZON HOLIDAYS LTD., TRAVEL COUNSELLORS LTD., MILBANKE TOURS LTD. These are four of the travel agents who have limited programmes, but who can be personally recommended. Wings, whose service is unexcelled among travel agents, offer ski-ing holidays at Seefeld, St. Johann-in-Tirol, Hochsolden, Kitzbühel, and Leysin (Switzerland); their prices are moderate, and all travel to and from the resort is by air. Horizon Holidays offer holidays at Zermatt. Travel Counsellors (in conjunction with the Club Mediteranée), appealing especially to thrifty young skiers, have centres at Leysin, Serre-Chevalier and Engelberg, all in Switzerland. Milbanke Tours provide house parties at Nausers and Gargellen, in Austria, with a limited range of holidays elsewhere.

CENTRAL COUNCIL OF PHYSICAL RECREATION. Although only open to members (ages eighteen to forty for men, eighteen to thirty-five for women), this organisation's ski expeditions to Norway and to Switzerland merit mention.

C.I.T. Anyone considering a winter sports holiday in Italy would do well to consider its programme. Among its centres are Bardonecchia, Sestrière, Cervinia and resorts in the Dolomites. Here, at Colle Isarco, a fifteen-day holiday can be had for as little as £28.

LUNN'S, with sixty years' experience in winter sports holidays, has a wide range, including bargain holidays—fifteen days at Davos, for instance, for £37 16s.—and introductory parties at Engelberg (a most delightful resort) and Westendorf (Austria). Among their bargain holidays is a fortnight at Brand for £27.

SWANS offers an interesting and quite unusual type of winter sports holiday, as well as those of a conventional kind. There is a house party based on Lucerne, with all its attractions, and you are taken by motor-coach each day to one or other of the winter sports resorts in Central Switzerland. These include Engelberg, Sorenberg, Melchsee-Frutt and the Rigi. The idea is most appealing, while the inclusive cost which embraces ski instruction, ski equipment, and coach transportation to the sites is from £54 for a fifteen-day holiday.

FRANCE AND GERMANY

I always feel that the French winter resorts deserve more attention from British visitors. Entirely new high-altitude resorts have been created and every year has seen new hotels and new cableways spring up on the previously bare mountainsides. These French centres offer both a gay *après-ski* life, and the excellence of the cuisine. Among the most outstanding winter sports resorts are fashionable Mégève, Chamonix (remarkable for two astonishing *téléphériques*), Val-d'Isère (with good snow conditions until late in the season), Courchevel (a post-war creation), the family resort of Saint-Gervais, and Auron, which is only 60 miles north of Nice.

In Germany Garmisch-Partenkirchen has an international reputation as a winter sports centre. It offers first-class facilities, including perhaps the finest open-air skating rink in Europe. Other attractive centres include Oberstdorf (where during the ski-flying week leading jumpers try to break the existing world record of 456 ft.); Berchtesgaden (with its superb scenery and champagne air), and Reit im Winkl. I once spent a very delightful week in the Austrian Walser Valley, which is only accessible through Oberstdorf. The Ifen Hotel in Hirscheg can be especially recommended, even for those who are not skiers.

BERGEN LINE, FRED OLSEN LINE. Norway claims to be the home of ski-ing, and for a real tonic a winter sports holiday there is unexcelled. These two shipping lines offer "package" holidays at remarkably low rates, which can be booked through your travel agent. Geilo is the most popular resort, and an inclusive holiday there for fourteen days costs from £24 10s. in the low season, and about 20 per cent. more during the high season. Features of Norwegian winter sports are ski-touring in the mountains and dog sleigh tours, both of which have organised departures, the cost in each case being about £36. In addition to ski-ing, several of the resorts have skating and curling rinks. There are the usual ski-lifts and also Weasels (Snow-Cats), which convey skiers to mountain peaks. Young people may be helped considerably in expense by making use of the admirable youth hostels.

FOR FURTHER INFORMATION

Apply to the national tourist offices in London of the various countries. Also:

Cook's, Berkeley Street, London, W.1.
Ingham's, 26, New Bond Street W.1.
World Sport and Travel Service, 198, Sloane Street, S.W.1.
Erna Low Travel Service, 47, Old Brompton Road, S.W.7.
Tyrolean Travel, 47, Beauchamp Place, S.W.3.
Wings, 48, Park Road, N.W.1.
Travel Counsellors, 139, Kensington High Street, W.8.
Milbanke Tours, 164, Piccadilly, W.1.
Horizon Holidays, 17, Hanover Street, W.1.
Wayfarers, 20, Russell Square, W.C.1.
C.I.T. (England) Ltd., 10, Charles II Street, S.W.1.
Lunn's, 36, Edgware Road, W.2.
Swans, 260, Tottenham Court Road, W.1.
Central Council of Physical Recreation, 6, Bedford Square, W.C.1.
Ski Club of Great Britain, 118, Eaton Square, S.W.1.
Bergen Steamship Co., 21, Cockspur Street, S.W.1.

Other Useful Addresses:

Swissair Transport Co., Ltd., 126, Regent Street, W.1.
Apal Travel Ltd., 78, New Oxford Street, W.C.1.
Bewlay Hotel and Travel Service, 138, Park Lane, W.1.

Winter Sports

EQUIPMENT FOR THE SKIER

By ISOBEL ROE

FEW will dispute the advantages of a winter sports' holiday, and for sheer contrast alone—London fog to clear blue skies—it must be a success. Ski-ing, the No. 1 winter sport, has a fascination all of its own and probably attracts 70,000 British people a year. These skiers vary in age from schoolchildren to those who already qualify for the old-age pension. Naturally it is not everybody who can keep up ski-ing when in the seventies; obviously physical fitness and sound technique are taken for granted. Part of the fun of any holiday is preliminary planning and the start may be the result of being asked to join a party, organising your own party, or just deciding to go. The sequence of events which follow will involve weighing up the pros and cons of country and resort, season, whether air, train or car travel, items of equipment and clothing and whether to hire or buy.

The gregarious still choose the height of the season at well-known resorts just as people flock to Brighton in August. But one does meet skiers who say that they have had enough of the inconvenience of visiting a packed resort but that they do not know where else will give comparable ski-ing. There are, in fact, resorts where one can get first-class ski-ing away from an atmosphere of London at rush-hour. Italy and France have excellent ski centres where queueing is negligible; the prices in these two countries are on the high side and journeys sometimes a little longer, but investigation often shows a nearby village with reasonable accommodation, and this is where taking a car would be an advantage.

The number of people travelling by car increases yearly and many of them, including the driver, really enjoy the journey; for family travel there is a considerable saving if a car is taken. There are also many places to try in both Austria and Switzerland where new lifts have opened up vast terrain. An example is the ski-ing between Château d'Oex and Zweisimmen, a journey of three-quarters of an hour by train. On this section, the railway stops at eight stations, each having a lift or lifts.

Those ski-ing for the first time will probably hire their ski. Excellent boots can be hired from stores in this country but for a long-term policy it is better to buy them. With your own boots you have the advantage of being able to break them in at home before the holiday. A modern boot is well padded and should soon take the shape of your foot and become quite comfortable. For those who fear that they might get sore ankles there is an elasticised foam rubber anklet which should prevent such trouble. These anklets could also be used for filling out an ill-fitting boot.

There have been few developments in ski this season. The racer is still on wooden ski, although even the Austrians are now working on a metal ski which they hope will eventually be suitable for racing. Reliable metal ski are exceedingly expensive—between £36 and £60. Whether or not to adopt metal ski is not only a challenge to one's pocket but also to one's technique. It is not difficult to ski well in all types of snow using metal ski, but to put up the same performance on wooden ski needs far superior technique. Stores have a bigger variety of ski than ever before: Kneissl are back again and in much demand. The prices of wooden ski are from about £8 to £27 for laminated racing ski.

Release bindings are now accepted as an essential and their value has been recognised by some insurance companies who give reduced premiums to skiers using approved types. When using these bindings it is important to understand the adjustment and the principle upon which the binding works and the setting should be checked daily; applications of anti-freeze oil are also recommended. A number of resorts are hiring ski equipped with release binding if asked. These bindings should, in fact, be insisted upon. Both steel and cane sticks are popular, the latter being about half the price of steel. Steel sticks are naturally the longer-lasting, though a careful skier will get many seasons' use out of cane. The preference for longer sticks is still maintained as they suit what will soon have to cease being called the new technique.

CLOTHES FOR WARMTH: *Left* are men's clothes from Lillywhite's. From left are an outfit, comprising hooded ski jacket of proofed poplin and trousers of proofed wool and nylon; a thick knitted pullover with a small all-over pattern; and a ski jacket, made of quilted cotton and Terylene filled with swansdown. *Right* is a lady's ski jacket with hood, obtainable in a variety of prints or plain Grenfell cloths.

The glamour displayed on the slopes to-day would surprise the designers of early ski suits. Exact matches of jacket, sweater and trousers, whether the colour is blue, red or olive green, are of vital importance; or perhaps trousers will be chosen to match the predominant colour of a gaily-patterned top. Mitts, caps and head-bands must also match or tone. Not only do these clothes look good but they are most practical with their clever hoods and concealed pockets often found in the sleeve.

The quilted nylon jackets which have been popular on the Continent for several seasons are an excellent buy, both for men and women. They are light and very warm and have shed their Arctic explorer look and now fit in with the fashion parade. The best trousers are made of elasticised material which gives maximum comfort. They also maintain their tailored look after many weeks of use. The London stores are already well stocked with the latest Continental and British clothes, so with this varied choice the English should live down their former reputation for being a bit drab.

There is plenty to interest the skier in the accessory departments of the ski shops. Any number of spectacles and goggles, lunch bags, rucksacks (big and small, plain or gay), most known waxes, straps, books from the 2s. 6d. *Know the Game—Ski-ing* to the *Austrian Ski System* at 35s. Those going by car will have to consider transport of luggage and ski. The well-known roof rack is probably the most practical, as the lighter carriers specially designed for taking ski short distances at the resort are not really suitable for the journey across France. They are apt to flap. A new and exciting type of tobogganing appeared last winter; the children were having a wonderful time spinning down icy slopes or roads on aluminium discs known as "Flying Saucers." These saucers are very light to carry, take up little space and give tremendous fun. They will probably be seen on Hampstead Heath if and when snow comes.

Ski-ing is physically quite hard work, especially for beginners and with this in mind the wise attend Dry Ski Schools to toughen themselves up and thus ensure maximum enjoyment of their holiday. Those unable to attend a school are advised to do exercises at home. A small booklet—*Pre-Ski Exercises* (3s. 6d.)—gives a number which are all intended for home use. An ingenious new invention is the "Spenski," a home trainer which sells at £15. The ski slide backwards and forwards, edge as in a parallel christy, and spread into snowplough position. Five minutes on this exerciser makes one quite exhausted. The machine measures about 4 ft. by 2 ft. and could be stowed under the bed or propped against a wall. The inventor is Major Spence, former M.P. and Olympic skier.

A visit to the London Winter Sports Centre in Sloane Street should be most rewarding, and in this their second season they have already doubled their dry ski school capacity. There are now four instructors and two winter sports advisers: the latter are both experienced and expert skiers. The Centre is open till 9 p.m., and under one roof you can obtain the latest information on resorts, advice and answers to many other queries. They act as or for travel agents and there is also a small sports shop on the premises.

When considering resorts it would be well worth while getting copies of *The Ski Runs of Austria* and *The Ski Runs of Switzerland*: both give most accurate and reliable information. The Ski Club of Great Britain give an excellent service—information on resorts and equipment, an air charter service from Gatwick, special insurance as well as the activities at the centres in the Alps. No ski-ing qualification is required for membership and novices often join before they have ever put ski on.

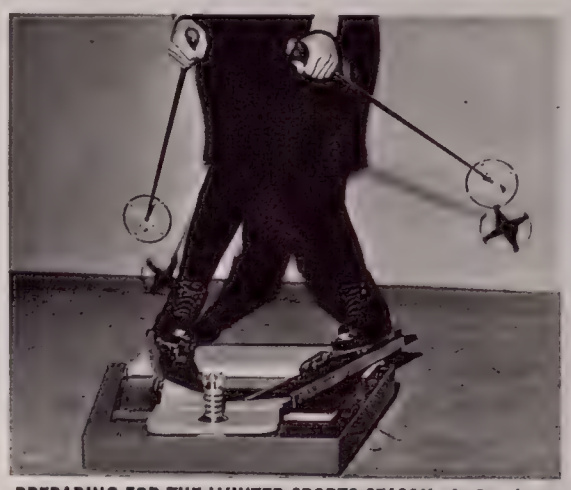
In a few weeks' time our own Olympic skiers will be leaving for Austria. They have been keeping fit with gymnastics and water ski-ing during the summer and they are now bound for the next phase of their training, which will consist of perfecting their technique and then their speed. No team has ever been better equipped or clothed, and this is due to the generosity of many British firms and an Austrian ski manufacturer.

ADDRESSES

Moss Bros. and Co. Ltd., Covent Garden, London, W.C.2.

Messrs. Haythornthwaite and Sons Ltd., Lodge Mills, Burnley. (Grenfell Cloth).

Lillywhite Ltd., Piccadilly Circus, London, S.W.1.



PREPARING FOR THE WINTER SPORTS SEASON: *Left, above* and *right* are three of the essential movements in ski-ing, demonstrated on one of the new Spenski trainers. So as to help enthusiasts to harden their muscles in time for the winter season, sixteen of the Spenski trainers have been installed at the Dry Ski School at Moss Bros. & Co. Ltd. All the essential movements can be reproduced on the trainer, and a novice can learn the greater part of ski-ing technique on it. Swivelling mechanisms join the equivalent of a pair of ski to a broad base, which has rows of holes for the ski sticks. There is an adjustable frictional device for simulating hard-or soft-snow conditions.

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.

GHANA—ITS INDUSTRIES AND NATURAL RESOURCES: This special sketch-map shows the position of Ghana's two main ports, Takoradi and Tema, in relation to the main industrial areas—both traditional and modern. The symbols indicated on the map are described in the key on the left; the key on the right refers to the expanding industrial areas surrounding the big towns, as well as to the country's main roads and railways. On the map of Africa, Ghana is shown in the position it occupies on the Gulf of Guinea. To the north-east of Tema is the site for the Volta River project which, if carried out, could eventually produce 210,000 tons of aluminium a year, bringing Ghana a new income equivalent to all its exports, other than cocoa, put together. This vast project is linked with the building of Tema harbour. On November 23 the Duke of Edinburgh will arrive in Ghana for a week-long visit.

GHANA:

With the Partial Completion of the Vast Artificial Harbour at Tema, and the Increasing Development of the Country's Industries, Attention is Focussed on the Proposed Volta River Project

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

ANYONE who has seen the remarkably skilful but essentially primitive handling of cargo in the surf-boats of Accra needs little persuasion of the need for modern harbour facilities in Ghana. Almost everywhere in Africa, to the visiting European who can flit across the map of the continent comfortably (if stickily) in an aeroplane, bulk transport on the surface appears to be the most vital and still the most inadequate pre-requisite for territorial development. In this as in other ways, Ghana is basically fortunate through its geographical location and access to the sea; but to take full advantage of sea transport for its export crop and for its supplies of industrial goods from abroad, it has had to improve very substantially upon what nature supplied in the way of harbours.

Takoradi harbour was begun in the late '20's, thirty years before Ghana attained independence; since completion in its original form in the '30's, it has been the main port for the country. In recent years its quays have been extended, and further development is still going on. With an enclosed area of 220 acres between its two breakwaters, it has the capacity to handle a great volume of trade. But it is 140 miles west of Accra; moreover, the achievements as well as the ambitions of this new African state of the British Commonwealth make it clear that its trade must fairly soon outrun that port capacity, and demand an additional "gate-way" for modern maritime transport. This gateway is already nearly constructed: the new port of Tema.

The idea of a new port at Tema, which is only about 16 miles from Accra, was first put forward as part of the great development project that still hangs as a vast question-mark over the industrial future of Ghana, the Volta River scheme. In 1951, when Sir William Halcrow and Partners, the British firm of consulting engineers, presented their preliminary report on this plan to produce aluminium from Ghana's bauxite deposits and hydro-electricity harnessed from its Volta River, they pointed out that a new deep-water port would be required to take in the heavy machinery required for the hydro-electric stations; apart from being already heavily engaged, Takoradi was too far away from the Volta. A new port, in any case, they pointed out, would soon be needed in the east of the country to handle the expansion of trade. Several sites were considered: Tema was chosen. Ironically enough, while the Volta scheme, to which it was originally proposed as an ancillary, has still not yet progressed beyond the stage of comprehensive plans on paper, renewed site investigations, and protracted financial dickering, Tema Harbour to-day is nearly completed, and has been handling ocean-going ships bringing in materials for the actual construction work for more than a year.

It has taken roughly five years to turn Tema from a tiny fishing village (whose fishermen, incidentally, did not at the beginning like the idea at all) into Africa's largest artificial harbour: the main contract was awarded in September 1954, though much preliminary work in the area had been going on since 1952, and the harbour will be fully open for traffic by mid-1960. The exercise has also been an object-lesson in two things: the sheer weight and complexity of effort required for such basic development in emergent nations trying to industrialise themselves by their own bootstraps, and the way in which British industry can maintain and cement commercial relations with the African nations attaining or approaching independence within the Commonwealth.

To enclose 500 acres of harbour at Tema, Parkinson-Howard, the consortium formed by the two British contractors Sir Lindsay Parkinson and Co. and John Howard and Co., needed to build two massive breakwaters, 7,200 ft. and 4,800 ft. long respectively. To build those breakwaters the company needed about 2,250,000 cub. yards, or tons, of rock; in all, the harbour needed some 4,000,000 cub. yards. To find that rock, the contractor had to open up two quarries in the Shai Hills at Tetedwa and Mampong, and a 20-mile railway had to be laid to carry the gneiss rock in flat-car loads to the harbour site. Even before the main contract was placed, access roads, a railway link with Accra, water and electricity supplies, a hospital and housing for the labour force had to be laid on to make it possible for the main work to be begun at Tema.

(Continued on following page)

THE DEEP-WATER HARBOUR IN THE WESTERN REGION: The harbour at Takoradi was opened in 1928. Extensions, constructed at a cost of over £5,000,000, were started in 1949 and completed seven years later. The project doubled the number of quayside berths and included the construction of a 1,400-ft. extension to the deep-water quay, together with two additional double-storey transit sheds; the construction of 4,000 ft. of quay walls; and two huge sawn timber sheds in the timber depot. Consulting Engineers were Rendel, Palmer and Tritton; the main contractors Taylor Woodrow (West Africa) Ltd.

ON THE ROAD TO TAKORADI HARBOUR: The 41-ft.-wide viaduct and double-span bridge constructed in 1955 by Taylor Woodrow (West Africa) Ltd., with prestressed concrete beams, carries the harbour approach road over the main railway line. The viaduct, bridge and railway all form part of the harbour extensions. By the harbour is the railway marshalling yard which has been built on land reclaimed from the sea.

GHANA

SPANNING THE RIVER VOLTA: The single-span steel bridge at Adomi was opened in 1957. Built by Dorman Long (Bridge and Engineering) Ltd., the main arch span is 805 ft. long and 38 ft. wide. Included in the contract was the construction of about 5½ miles of approach roads.

(*Continued from previous page*)

In under-developed countries such as Ghana, one is building from the ground up; every major decision about methods of construction may mean working back through a pyramid of supporting development. For Parkinson-Howard and associated contractors, building a harbour has involved extensive mining work, operating a complex transport system, and much of the public works management of a growing township—plus the employment at once of an African labour force, mainly unskilled, of some 3,000 and of £2,000,000 worth of the world's most advanced constructional equipment.

In every aspect, the job has been a prodigious one. At the quarries, rock is blasted out at the rate of up to 200,000 cub. yards per blast; not only fine fragments but blocks of 5 to 10 tons each are required. Loaded by Ruston-Bucyrus mechanical shovels on to the 35-ton flat railway wagons, the rock is hauled to Tema, shunted out on to the breakwater, then hauled up in a cradle by a 100-ton crane and tipped into the sea to extend the rock base of the breakwaters or towed out to be deposited from bottom-opening barges. Quay walls have been built up for a distance of 1,200 ft. along the main breakwater to contain it and protect the road and rail tracks that run on to the quay; these required underwater excavation by rock breaking and dredging to take a concrete foundation, followed by the positioning of several courses of precast concrete blocks, 5 ft. square and 10 ft. long, each weighing about 16 tons. The dock facilities for the harbour, which has an 800-ft. entrance and provides anchorage in 42 ft. of water, include 20 miles of rail sidings, a four-berth quay, a 100-ft. lighthouse, an oil berth and—for the original inhabitants—a specially constructed fishing harbour. Two cocoa sheds have been erected on the quayside, each with a 180-ft. clear span, the largest clear span buildings yet built outside the United States. A scheme for extending the harbour by four berths has recently been approved.

This £12,000,000 project, incidentally, has not been brought towards completion without its quota of unforeseen difficulties. To some extent the time-table set for preliminary work and planning proved optimistic; the harbour threw up the usual snags that only ever come out in the course of construction; costs rose, less because of any runaway inflation in Ghana than because the country's Government, which attained formal independence after the project was in train, did think of some changes and improvements that it would like as the work went along. Any contractor working in newly-developing countries expects these. An outsider might have expected some difficulties in relations between British contractors and an African Government "feeling its feet" during the course of the contract; in practice, relations between the contracting companies and Ghana Government departments seem to have been as amicable as those between the 130 Europeans working on the harbour site and their African staff and labour force.

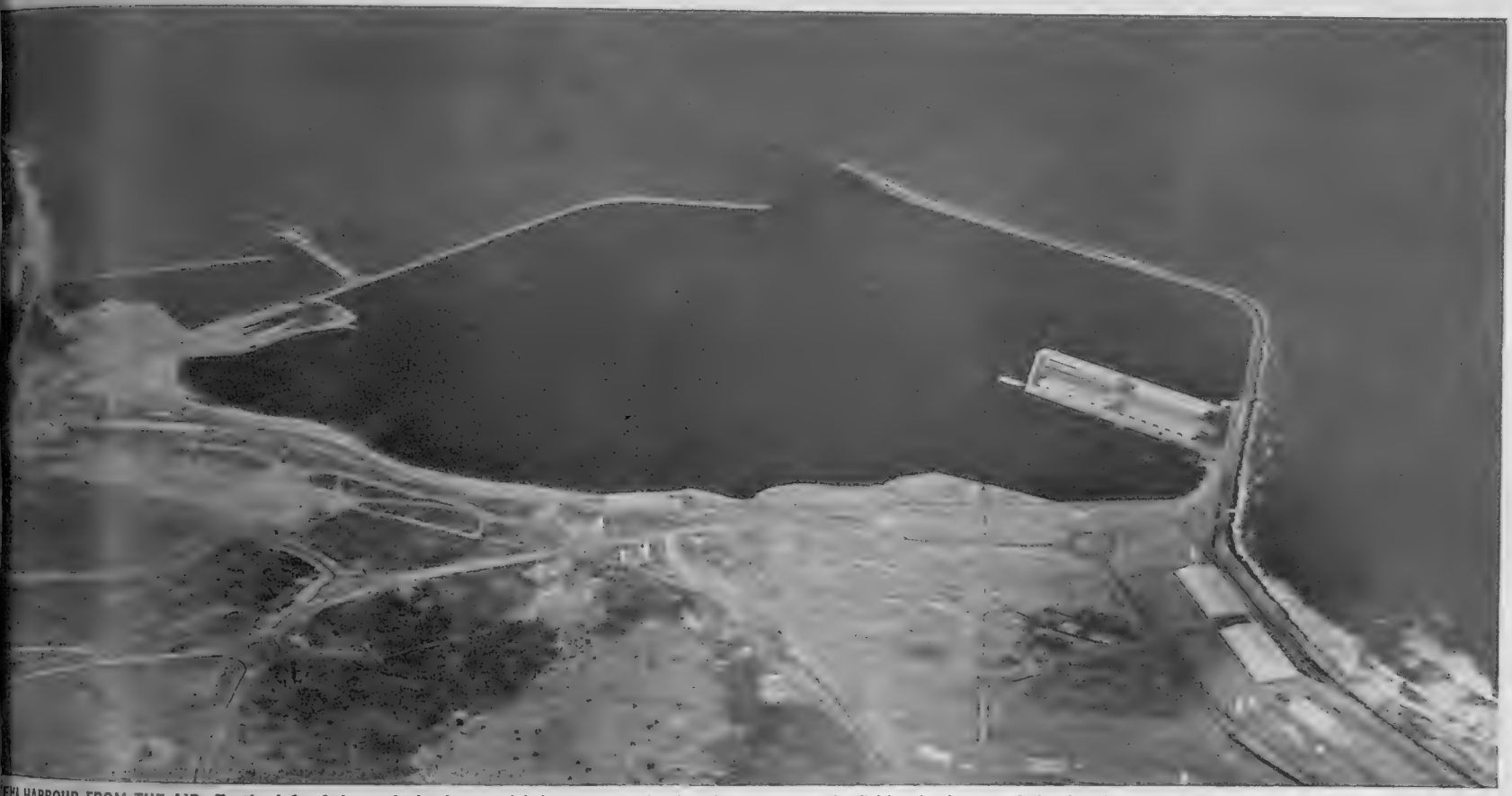
Tema is the largest single project, but only one among several major programmes of public works upon which British contractors are engaged in Ghana. Major British civil engineering groups with local subsidiaries such as Taylor Woodrow, have made large contributions to the country's development of road and rail communications; British steel and British structural engineering went into the Volta Bridge that now links the Volta Region with the rest of Ghana. The Commonwealth membership, the established commercial connections and the English language provide an effective basis for British firms to compete. Nevertheless, Ghana is receiving flattering attentions from other potential suppliers, from West and East. Missions from Israel, India, Egypt, Italy, Poland, and Czechoslovakia have visited the country; Western Germany is intensifying its technical competition for contracts there, generally offering teams of experts that can put in "turn-key" bids covering the whole of a given construction project.

Ghana's second development plan, under which some projects have been set in train this autumn, will provide a large programme of business for the constructional and engineering companies of the world—not to mention its own civil engineering industry, which has developed considerably since the war. Following upon a first development plan which was broadly completed by 1957, and a "consolidation plan" covering the first two years of independence, in which a number of outstanding projects were finished off and others begun that required priority, this second plan began formally on July 1 this year. The cost of all works in this second plan, even leaving on one side the first part of the Volta project, would be about £250,000,000.

Ghana itself, which is a rich country by the standards of under-developed nations in Africa or Asia, will be able to finance some £115,000,000 of this from internal resources; it has a steady revenue from export duties on cocoa, and this year, rather impressively, the country's farmers accepted a reduction in the prices they will be paid for cocoa over the next five years to increase the

(*Continued on page 245*)

BUILDING THE ARTIFICIAL HARBOUR AT TEMA: The aerial view is of Quay No. 2 showing the transit sheds, with the main breakwater in the foreground. The quay is 1,220 ft. long and covers an area of about 720,000 sq. ft. Construction work at Tema, 16 miles east of Accra, is to be completed in 1960.



EMA HARBOUR FROM THE AIR: To the left of the main harbour, with its two massive breakwaters, are the fishing harbour and the dry-dock, which is now under construction. On the right, shielded by the main breakwater, is Quay No. 2. In the bottom right-hand corner is the site for cocoa sheds and the industrial area. When the harbour is complete the breakwaters will enclose some 500 acres of water. At Tema, the Consulting Engineers are Sir William Halcrow and Partners, and the main contractors Parkinson-Howard Ltd.

HANA'S EXTENSIVE TIMBER INDUSTRY: A log train is about to leave the yard at Awaso, in the Western Region, for the harbour at Takoradi, where the timber will be handled for export. The yard is operated by Gliksten (West Africa) Ltd., a subsidiary of the London firm of J. Gliksten and Son Ltd.

SUPPLYING THE ROCK FOR THE BREAKWATERS AT TEMA: At the Shai Hills Quarries, about 20 miles from Tema, a Ruston-Bucyrus mechanical shovel loads a train with rock for conveyance to the harbour.

ACCRA FROM THE AIR: A general view of part of the capital, which has a population of 200,000. On the coast at Accra the traditional surf-boats used for carrying cargo between ship and shore, are gradually disappearing as more ships use Takoradi harbour. The opening of Tema harbour will reduce the number even more.

GHANA

(*Continued from page 246*)

country's power to finance development. It intends to concentrate for the present upon projects for immediate development, amounting under its plan to about £132,000,000, of which all but about £25,000,000 are public services. Ghana for the most part reserves the development of public utilities for national ownership; but it offers relatively favourable treatment to foreign capital, and the remaining £20,000,000-£25,000,000 of projects that might be started now cover the industrial and commercial field where private British investors might well consider enterprise in Ghana. The Government has recently guaranteed fair treatment to American investors in Ghana; the British Trade and Industrial Mission that recently visited Ghana suggested that an agreement on similar lines between Ghana and the United Kingdom might be of great advantage.

Ghana's links with American industry are concentrated for the moment upon its hopes that the Volta River project may at length be started. This vast plan for the generation of hydro-electric power to smelt aluminium from the country's bauxite deposits, which would, incidentally, involve creating the largest artificial lake in the world, was investigated in great detail after the war by Sir William Halcrow and Partners. At that time, with the post-war shortage of basic materials, the world's greatest aluminium-producing companies, such as Alcoa and British Aluminium, would have been associated with Governments in the enterprise; but by the time that the project was fully worked out, aluminium was ceasing to be as short as before. The project, therefore, has hung fire; but last year Dr. Nkrumah, visiting President Eisenhower, in Washington, raised once more the possibility of starting to put it into reality.

The result was that Kaiser Engineering Corporation has this year made a second examination of the plans as they stood, with the co-operation of the original consulting engineers. Broadly, they have endorsed the conclusions of the Halcrow report regarding the likely costs of power and the possible viability of aluminium production on the Volta; they have suggested an alternative site for the main dam in the project, at which they consider it might be somewhat cheaper to build. All that remains—which is not a little—is to find the money —some £100,000,000 for the initial stages, and, in the long run, perhaps £300,000,000. Efforts are being made to gather a consortium of private business interests and Governments who will engage themselves to this huge investment; it is not yet clear with what success.

In assisting emergent countries towards industralisation, commercial considerations can never be entirely separated from political. Ghana is the first in a succession of British African territories moving towards independence on a set time-table: more, it has considerable influence beyond the Commonwealth as the leader of black Africa. Britain's relations with it may be of crucial importance over the next five difficult years of policy towards Africans in many territories of the Commonwealth. Ghana has established an external policy for itself of "positive non-alignment," which is friendly but non-committal towards the West as such, though firmly within the Commonwealth. Much will depend upon the extent to which British industry—and British investors—weigh in to help its ambitious plans of industrialisation.

HIGHER EDUCATION: A student stands in front of the University College of Ghana, at Legon, near Accra. Here, students are prepared for external arts and science degrees of the University of London.

SUPPLYING WATER: Steel pipes, made by Stewarts and Lloyds Ltd., form part of the Tamale water supply scheme in the north. The Consulting Engineers were D. Balfour and Sons. In the south, pipes for the River Pra scheme were made by Horseley Bridge and Thomas Piggott Ltd.

THE LARGEST HOSPITAL: The hospital at Kumasi incorporates a nurses' training school. Other new hospitals (some built by missions) have been opened and older ones improved. *On left*—The Ambassador Hotel in Accra was opened in 1957. In many towns progress is being made on new housing areas.

GHANA

CAN HELP YOUR EXPANSION

In many respects Africa today may be to the industrial and commercial companies something of what the American West was to the rugged individualist of the last century: The land of opportunity.

Ghana, young, progressive and vigorous, has a free, stable and responsible Government, willing and indeed anxious to attract industrial investors to the mutual benefit of both the investor and the country.

In a rapidly expanding and developing economy, with plentiful sites and multiple services readily available, the Government is inviting industrialists to take advantage of a wide open and growing market by offering them positive incentives to invest in Ghana.

8 GOOD REASONS FOR INVESTING IN GHANA

- ★ *Wide open expanding markets*
- ★ *Big tax concessions*
- ★ *Red tape cut to a minimum*
- ★ *Duty refunded on raw materials*
- ★ *Foreign Exchange made easy*
- ★ *Priority service for new industries*
- ★ *Essential services readily available*
- ★ *Plenty of first-class sites*

Considerable Assistance

To this end it already offers considerable assistance through its various Ministries and Departments and inducements by legislative measures to prospective businessmen and industrialists—local and foreign—to establish new industries in the country.

Rapid expansion is planned under the Second Five-Year Development Plan, now just beginning, which involves a minimum expenditure of £100,000,000 for development and extension purposes, calling for the introduction of extensive industrial projects, new factories and technical know-how.

Measures have already been taken to co-ordinate the entire industrialisation programme to date and to provide assistance and advice to interested industrialists.

It is the Government's determination to expand the industrial capacity of Ghana. Private capital and technical know-how are welcomed from any source. And in cases where the financial participation of the Government is sought by private enterprise in establishing a new industry, it is the Government's policy to co-operate in this way where a desirable industry would not be established otherwise.

To provide administrative machinery for handling the country's industrialisation programme an Industrial Promotions Division has been formed as a separate entity within the framework of the Ministry of Commerce and Industry.

One of its main functions is cutting red tape to the minimum. It is responsible for co-ordinating the activities of other Ministries with a view to streamlining the administrative procedure necessary to obtain tax relief, priority connection to water, electricity and telephone services, currency permits, import duty exemptions, immigration quotas and permits, etc.

Existing industrial investors in Ghana have already been invited to make representations to the Board in respect of any difficulties they may be having regarding licences or in obtaining public utility supplies; for it is recognised that one of the best ways of persuading newcomers to invest here is to ensure the goodwill and appreciation of existing investors.

Over £30 million already invested

Enquirers usually form their opinion of the investment climate largely by consulting those who are already established. In Ghana they should come across but few snags. Investment has increased by *over £30m.* in recent years.

There are many advantages to be gained from investing in Ghana, quite apart from the big tax concessions to "pioneer" companies, relief on import duties, availability of sites and services and a growing market.

Exchange control, for instance, is made as easy as possible. Freedom exists to transfer, without restriction, profits arising from non-resident capital investment, and to repatriate foreign capital invested in Ghana.

The Government's policy on foreign personnel is that as many Ghanaians as possible should be employed and promoted by companies operating in Ghana; *but where executive, managerial or technical personnel are required from outside Ghana for a new venture, generous consideration is given to individual cases by the Immigration Advisory Committee.*

Industrial Estates

To assist incoming industrialists to acquire land and factory sites, the Government has developed industrial estates close to the main urban centres of Ghana. Two have already been established—at Accra and at Tema. Others are planned for Kumasi, Sekondi-Takoradi and Tamale.

Policy is to give priority to industrial concentration in these five towns so that industrialists may reap the advantages of economies inherent in the siting of a large number of factories together. But at the same time, some twenty or more rural centres are likely to be developed and industrialists who prefer to do so may site up at these or in any other rural area appearing attractive to them.

Particularly attractive are the industrial and factory sites available at Tema—the vast port and development project currently being completed 18 miles from Accra. Emphasis has been on producing modern harbour facilities to be the eventual chief point of entry to Ghana; *but an extensive area of 700 acres is available for storage facilities, heavy industry and general services under the auspices of the Tema Development Corporation.*

Plant facilities will be adequate to accommodate large-scale operations, but medium-size and light industries are also being considered. Several large industrial sites have already been taken up and many more are being negotiated.

Considerable advice and assistance can also be obtained from Ghana Trade Commissioners and Commercial Attachés at Ghana Offices abroad. Such offices exist at present in London and New York, but assistance is also available at Ghana High Commissions or Embassies in Washington, Paris, New Delhi, Bonn, Tel Aviv, Cairo, Monrovia and Lagos.

TAX HOLIDAY FOR PIONEER FIRMS

One of the major attractions of Ghana to the business investor is that firms which engage in one of the "pioneer" industries are granted a complete tax holiday for an indefinite period from the time they commence trade or production *until they have recovered their initial investment in full.*

The new £¼ million I.C.I. insecticide plant recently completed at Tema, Ghana.

A section of the new £100,000 Ghana Aluminium Products Ltd. plant in action at Tema, Ghana.

After the tax holiday is over, such a company is considered to have started a new trade or business—*but capital expenditure incurred during the tax holiday period on assets still used in its "post-pioneer" business is treated as "post-pioneer" expenditure for the purpose of granting capital allowances.*

In addition, net losses incurred during the tax holiday can be carried forward and set against "post-pioneer" business profits.

The term "pioneer" is an elastic one and can be applied in effect to any industry which is not currently carried on in Ghana on a scale sufficiently large to meet the economic needs of the country and for which the Government considers there are reasonable prospects for development.

Tax concessions for "pioneer" companies can be obtained (provided, of course, that the Government is satisfied that it would, be in the public interest) if the control and management of the company is exercised in Ghana. The company, in other words must be incorporated in Ghana and resident in the country for income tax purposes.

Non-pioneer companies

The general rate of company tax for non-pioneer companies at present stands at 8s. in the £, which compares favourably with conditions in any similar country in Africa.*

There are also special concessions for smaller investors, in the form of lower tax rates—in some cases as little as 4s. in the £. These rates apply to companies incorporated and controlled in Ghana after March 31st 1954 whose chargeable income and directors' fees have not in the past exceeded and do not exceed £10,000—provided they were not formed to acquire, in whole or in part, any trade or business previously carried on by another company.

Customs relief

The Government of Ghana has recently put through legislation which allows refunds of duty for materials used in local industries.

There is also a long list of materials and equipment which can in any case be imported duty free. Among these items are:

ADVERTISEMENTS, patterns and samples; asphalt, bitumen and tar; empty bottles, pots and jars; building and bridging materials; coal, coke, charcoal and patent fuel; cordage and twines; gas cylinders; disinfectants and germicides; wire netting and barbed wire; fertilisers and manure; refrigerating plant and machinery; instruments for scientific purposes; lead in sheets; leather; lime of all kinds; machinery for electricity generation, marine work, mining and dredging, industrial and manufacturing work, railway and tramway work, water boring and pumping and accessories, appliances and plant used exclusively in connection with the machinery; newsprint; oils and creosotes for wood preserving; diesel, furnace and gas oils; edible oil; packages and paper bags imported for packaging Ghana-produced goods; poultry rearing apparatus; printed literary matter; printers' ink; provisions such as butter, cheese, infant food, lard, maize, meat, milk and cream, rice, salt, flour, dried fruits and vegetables; rectified spirits for drugs or laboratory use; seeds or plants; sodium compounds; animal feeding stuffs; structural material for electric power and lighting; vessels, boats and canoes.

*Companies incorporated outside Ghana pay an additional 6d. in the £ on income not retained in Ghana and there is a withholding tax of 6d. in the £ on dividends and interest paid to non-residents by companies incorporated in Ghana.

THE INDUSTRIAL DEVELOPMENT CORPORATION

The statutory Industrial Development Corporation of Ghana offers an alternative method of participation in industry with the Ghana Government. It exists to help in the promotion of industry in Ghana and to assist in its development, with power to make agreements for the setting up of new industrial undertakings with firms of proved business capacity and financial standing.

Its present investments already exceed £4 million. Its total borrowing power is £8 million.

The I.D.C. is also prepared to establish—and has in fact established—new industrial undertakings on its own, supplying the entire capital and taking full control of management.

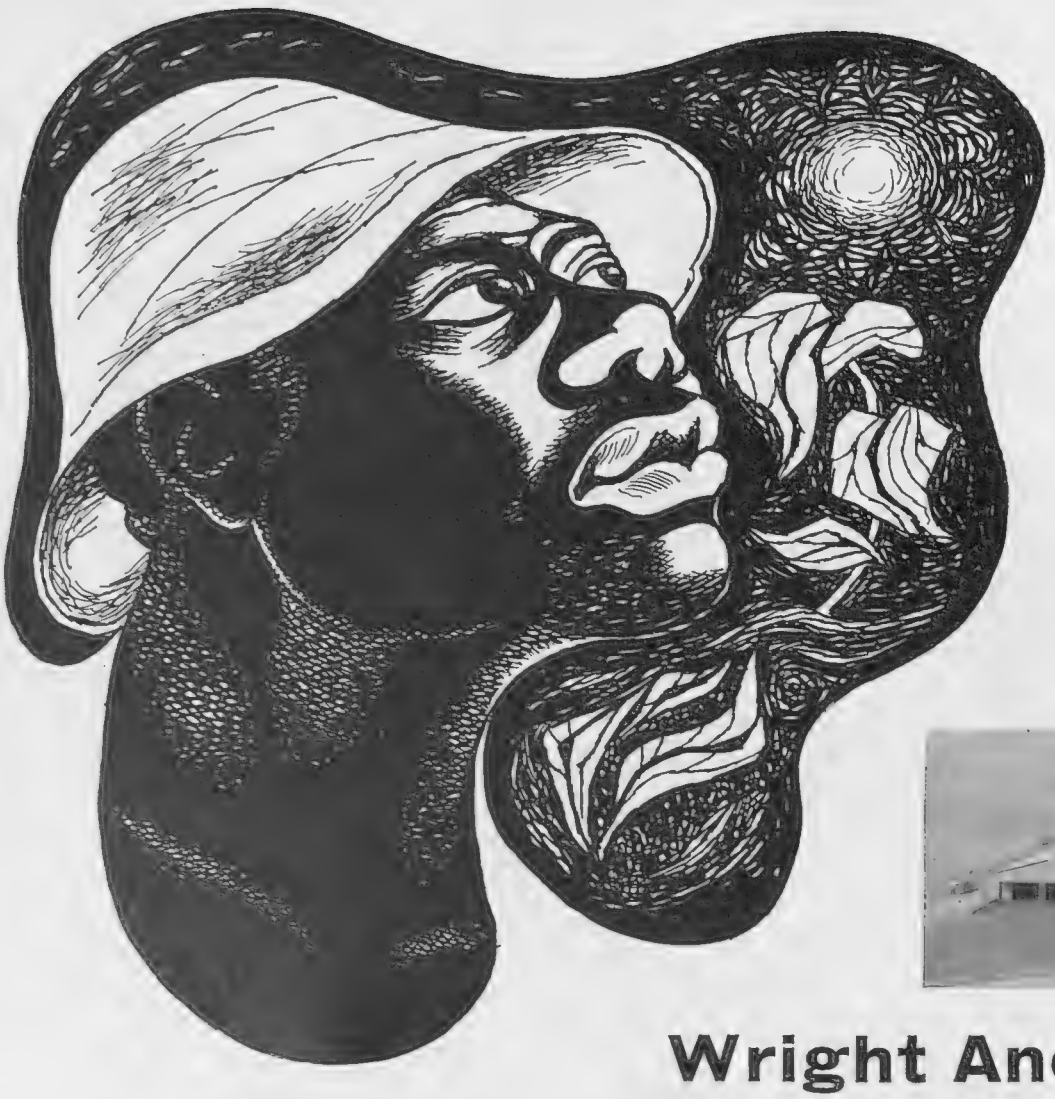
Enquiries relating to new industrial projects should be addressed to:

THE PERMANENT SECRETARY

Industrial Promotion Division,
Ministry of Commerce & Industry,
P.O. Box M47, Accra, Ghana.

YOU CAN HAVE CONFIDENCE IN GHANA

An assurance generally of the good intentions of the Government of Ghana, and an item of particular interest to American businessmen, is the fact that the Ghana Government and the Government of the United States have concluded an investment guarantee agreement covering convertibility and expropriation.



steel grows in Ghana---

Wright Anderson are proud of their achievements overseas and gratified to have played their part in the growth and progress of the new port of Tema.

Photograph shows the Passenger Terminal and Transit Sheds: fine examples of all welded fabrications by Wright Anderson & Co., Ltd.

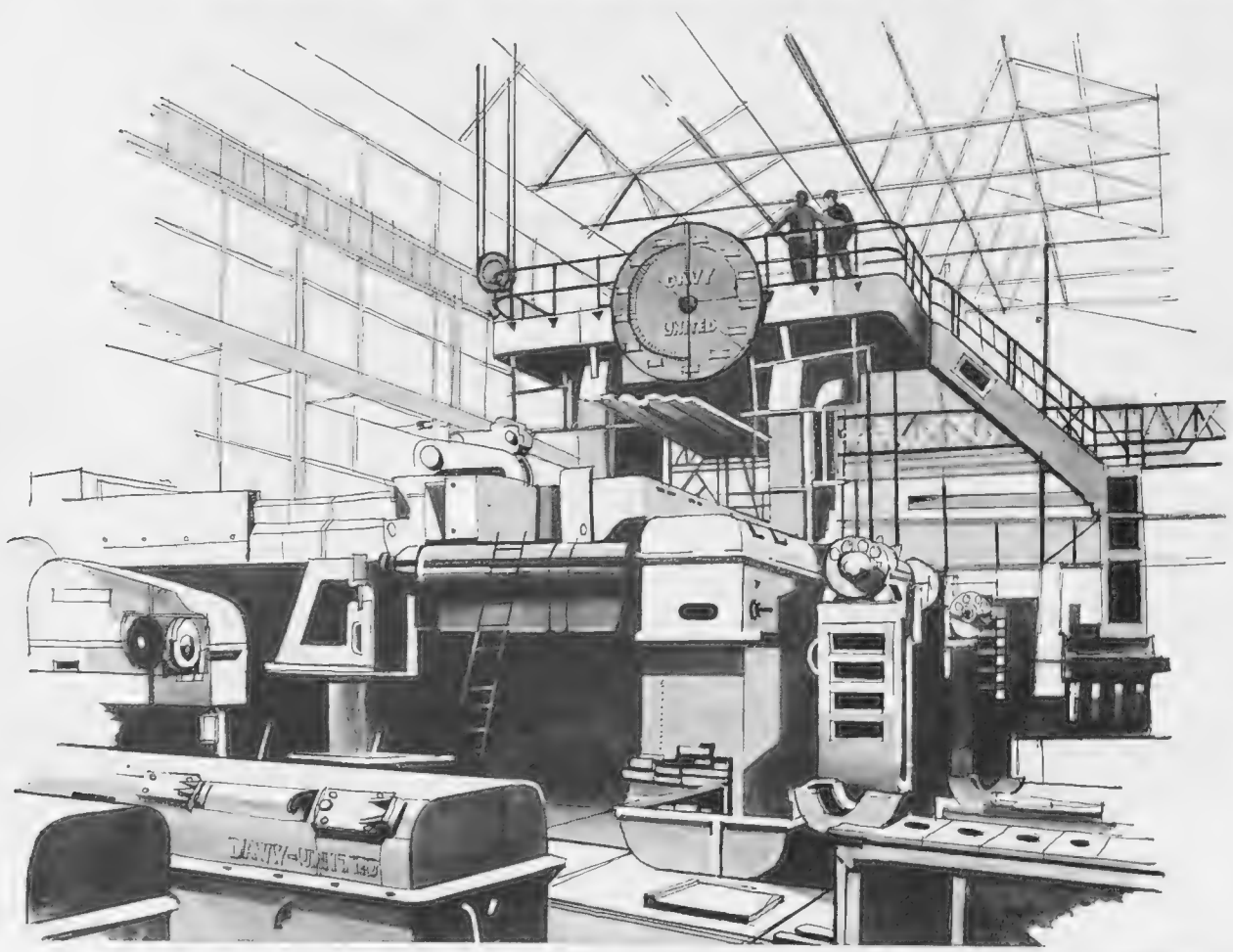
Consulting Engineers: Sir William Halcrow & Partners
Main Contractors: Messrs. Parkinson Howard & Co., Ltd.

Wright Anderson & Co. Ltd.

CONSTRUCTIONAL ENGINEERS AND BRIDGE BUILDERS

G.P.O. BOX 2, GATESHEAD, CO. DURHAM. Tel: Gateshead 72246 (3 lines) Grams: "CONSTRUCT Gateshead." London Office: REGENT HOUSE, KINGSWAY, W.C.2. Tel: HOLborn 9811. Contractors to H.M. Government · Central Electricity Generating Board · National Coal Board · Atomic Energy Authority · Crown Agents for Overseas Governments and Administrations

NEW NAMES IN THE WORLD OF STEEL



New names are appearing on the list of the world's steelworks — names like Mo-I-Rana, Lackenby, Aviles and Durgapur. These and many like them can add millions of tons of steel annually to world production, providing a springboard for wider industrial development and rising standards of life.

More and more of this new steel is being processed by plant supplied by Davy-United, the Commonwealth's largest builders of rolling mills, forging presses and associated equipment — right up to complete steelworks.

230/DU : DAVY AND UNITED ENGINEERING COMPANY LIMITED **DAVY-UNITED** SHEFFIELD, ENGLAND

Tema Harbour, Ghana

AFRICA'S LARGEST ARTIFICIAL HARBOUR

THE CONSTRUCTION of Africa's largest artificial harbour at Tema is being undertaken by Parkinson Howard Limited, a British firm, which won the contract in the face of stiff international competition. The breakwaters, which provide protection to the 500-acre harbour area, will have a total length of three miles. Their construction has involved the quarrying of over 5 million tons of rock in blocks weighing up to 12 tons.

The four-berth quay, the dockyard, oil berth, fishing harbour and slipways form part of the facilities within the harbour proper to accommodate shipping and provide safe anchorage in 42-ft. depth of water.

The facilities on shore include 20 miles of rail sidings, two cocoa sheds with a clear span of 180 ft. — the largest clear span buildings outside the USA — transit sheds and a 150-ft. lighthouse. The new harbour extensions will provide a further four berths.

Parkinson Howard Limited is proud to have been responsible for the construction of the largest overseas project of this kind ever to have been undertaken by a British firm and so to have contributed to the rapid development of Ghana.

PARKINSON HOWARD LIMITED

IN ASSOCIATION WITH SIR LINDSAY PARKINSON & COMPANY LIMITED

AND JOHN HOWARD & COMPANY LIMITED

14 BUCKINGHAM GATE · LONDON SW1 : VICTORIA 3221

Consulting Engineers: Sir William Halcrow & Partners

PROGRESS by EXCAVATION

Whatever its form, the development of resources for a country's industrial progress begins with excavation.
So it is with Ghana and
Ruston-Bucyrus are proud to be associated with the British contractors who have made such a substantial contribution already.
Ruston-Bucyrus excavators were used on each of the following projects:

Access roads and railways, Accra and Tema

TAYLOR WOODROW (WEST AFRICA) LTD

Shai Hills Railway and Trunk Road

GEORGE WIMPEY AND CO. LTD.

Stone quarrying (illustrated) **at Tetedwa and Mampong for the Tema Harbour Breakwater**

(Ruston-Bucyrus and Bucyrus-Erie quarry shovels)

PARKINSON HOWARD LTD.

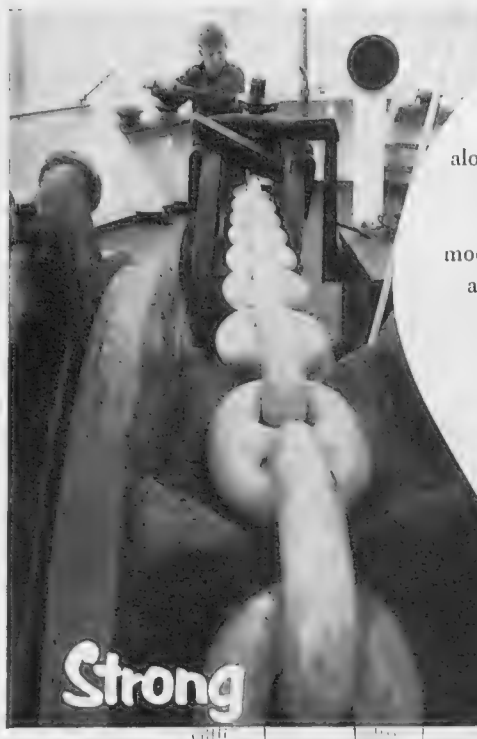
Preliminary work on the Volta River project

RUSTON-BUCYRUS

RUSTON - BUCYRUS LIMITED

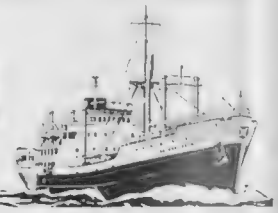
Excavator Specialists, Lincoln, England

PALM LINE



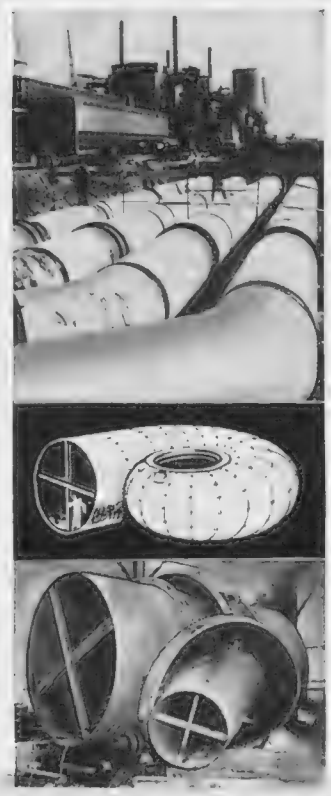
In every port and anchorage along the West African coast the green-and-white emblem of Palm Line is a familiar sight. Fast modern cargo liners of Palm Line are continually in service, carrying Ghana's produce to her export markets and taking back manufactured goods and the raw materials of industrial development. Palm Line is proud to provide this essential and dependable link between Ghana and her customers and suppliers in Great Britain and Europe.

PALM LINE LIMITED · LONDON
GENERAL AGENTS
E. H. MUNDY & CO LTD · TEL: ROY 7841
LOADING BROKERS
KILLICK, MARTIN & CO LTD · TEL: MIN 3100



K226

PIPES



Thousands upon thousands of miles of pipes — mild steel pipes, straights, bends, branch pipes, hydro-electric pipes, circulating water and irrigation pipes, gas mains. Pipes for the Blue Nile Dam and for Calder Hall, for a power house in Mexico and a tin mining plant in Nigeria — so the story goes on. This is just part of the contribution towards progress made by one of Britain's most progressive engineering organisations.

The HORSELEY Group

HORSELEY GROUP

HORSELEY BRIDGE & THOMAS PIGGOTT LTD., Tipton, Staffs.
CARTER HORSELEY (Engineers) LTD., Tipton, Waddon, Sheffield, Newcastle and Liverpool.
MECHANS LTD., Glasgow, W.4.

Progress in Ghana—*some important developments contributed by*

THE UNITED AFRICA COMPANY LIMITED

WHILE the Government of Ghana is implementing its second five-year development plan, The United Africa Company is energetically making its own contribution to the country's advancement.

The Company and its forerunners have been merchant traders in Ghana for over 250 years, importing goods of every kind from all parts of the world. Still continuing its historic role as wholesale distributor of the day-to-day necessities of life, the Company, through its Associates, has invested millions of pounds in new enterprises to aid Ghana's development.

At Samreboi, in the heart of the forest, a great timber industry has brought wealth—and a whole new township—to a hitherto undeveloped area. This £2½ million project is to be increased in 1960 by the erection of a new plymill.

A mineral waters factory at Kumasi, in which the Company is financially interested and for which it acts as managing agent, is now being extended to include a brewery. This will be completed in November, 1960, and will produce a light lager beer.

At Tema, Ghana's new harbour, a motor vehicle assembly plant has recently been completed. Here Ghanaians are assembling six complete lorries a day from parts shipped from the United Kingdom.

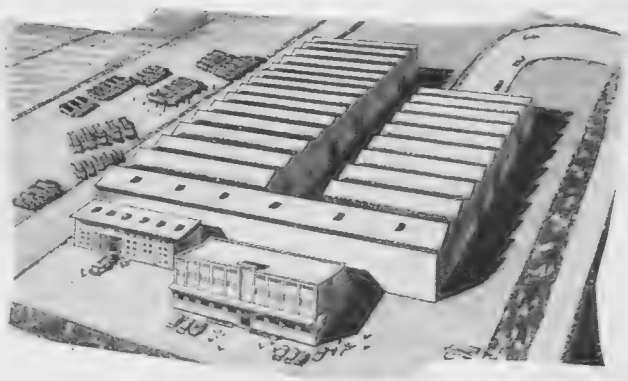
A plant at Accra for the assembly of bicycles produces one machine every 20 minutes.

Also at Accra is the great modern department stores known as Kingsway Stores—a complete shopping centre offering goods in the same variety and quality as high-class stores throughout Europe and the U.S.A. Kingsway Stores includes among its many departments a large supermarket, a cafeteria, gift and flower services and hairdressing salons, enabling Ghanaians and Europeans alike to enjoy contemporary standards of living and sophistication.

No single commercial organisation can equal the record investment in Ghana of the United Africa Company Limited. In a ten-year period the Company's capital expenditure reached the figure of £7,262,000. The Company regards this investment in the Country as a sign of its faith in progress in Ghana.

The Company's timber plant at Samreboi. This thriving major industry will shortly be extended with the addition of a new plymill.

An artist's impression of the new brewery and office block now under construction at Kumasi—a major extension of the already existing mineral waters plant.



In modern factory conditions specially trained Ghanaians assemble Bedford Trucks from hundreds of component parts at the Vehicle Assembly Plant, Tema.

Raleigh and Robin Hood bicycles and Raleigh Mo-peds are assembled at the Company's plant under well-organized supervision, from genuine parts imported from the United Kingdom.

Kingsway Stores, Accra. This large modern department store provides complete and up-to-date shopping facilities for an ever-growing list of customers.

THE UNITED AFRICA COMPANY LIMITED

S & L lighting columns installed in Accra; This is one of the many tubular steel products supplied by us to Ghana.

S&L TUBULAR STEEL PRODUCTS

STEEL TUBES are indispensable to our modern civilization; they are used for gas, water and air supplies, for sewers, for steam pipe installations; boiler tubes; oil pipe lines; refineries and atomic power stations. They are used for lighting columns, scaffolding, bridges, crane jibs, boring units, wireless and television masts, ships' masts and derricks, and frames for buildings.

These are but a few of their applications: their uses extend daily.

Information about our products can be obtained from:
WEST AFRICAN ENGINEERING CO. (GHANA) LTD., P.O. BOX 383, ACCRA
or from

STEWARTS AND LLOYDS LIMITED

EXPORT DEPARTMENT · 41, OSWALD STREET · GLASGOW · SCOTLAND

S&L

THE *COMPLETE* SERVICE *to and from*

GHANA

REGULAR CARGO SERVICES between Ghana, Liverpool, London, Glasgow, Swansea, Hamburg, Bremen, Rotterdam, Antwerp, U.S.A. and Canada.

FORTNIGHTLY EXPRESS PASSENGER & CARGO SERVICE between Ghana and Liverpool by the Company's 'A' Class Liners.

MONTHLY PASSENGER & CARGO SAILINGS between Ghana and London.

ELDER DEMPSTER LINES

Head Office: India Bldgs., Liverpool 2. Telephone: CENtral 8421.
West End Passenger Office: 8 Spring Gardens, S.W.1. Telephone: Whitehall 4784/5.
London Freight Agents: Killick Martin & Co. Ltd., Dunster House, 20 Mark Lane, E.C.3. Telephone: Mincing Lane 8563.

PASSENGERS · MAIL · CARGO

Fabricated railway material for TEMA harbour supplied by SUMMERSON'S

Summerson's have been entrusted with the designing and manufacturing of extensive railways sidings in Nigeria and Ghana. The illustration shows a special railway layout in Nigeria.

Consulting Engineers COODE & PARTNERS *Main Contractors* RICHARD COSTAIN LTD.

THOMAS SUMMERSON & SONS, LTD., MOWDEN HALL, DARLINGTON. Phone: 5226

London Office: 5a, Dean's Yard, London, S.W.1. Abbey 1365

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

DESIGNING FOR THE FUTURE ?

"EVERITE" Asbestos-Cement "BIGSIX" Corrugated Sheets have been used as vertical cladding for this 400 ft. Hoist Tower. The buildings have vertical cladding of "TURNALL" Trafford Tiles.

T.A.C. asbestos-cement building products are the finest obtainable. The result of more than half a century of research, and in constant demand throughout the world.

T.A.C. asbestos-cement fabrications include a very wide range of roof and wall claddings, high quality fire-resistant boards and ceiling panels for thermal and acoustical insulations, embossed and decorated sheets for curtain wall constructions and wall facings.

Of particular interest to the builders of Ghana is our range of Lightweight asbestos-cement materials. Specially manufactured *and for export only*—these materials handle with ease and are particularly suitable for use in varying climatic conditions. This range includes "EVERITE" Standard Lightweight Asbestos-Cement Corrugated Sheets, "TURNALL" Trafford Tile Lightweight Asbestos-Cement Sheets and "TURNALL" Lightweight Asbestos-Cement Flat Sheets.

Amongst the many other famous T.A.C. products in world wide use are "EVERITE" Pressure Pipes, Cable Conduits, "EVERITE" Rainwater, Soil, Flue Goods and Cold Water Storage Cisterns.

TURNERS ASBESTOS CEMENT CO LTD
A MEMBER OF THE **TURNER & NEWALL** ORGANISATION
TRAFFORD PARK Tel: TRAfford Park 2181 MANCHESTER 17

G38

New airports depend on TeamWork

New developments in aircraft, and the rapidly expanding volume of air traffic, demand new and ever larger airports. The Taylor Woodrow organisation has many years experience in this field of construction and has been able to make its own specialised contribution to the development of modern air travel. Not only in the successful completion of world famous projects as London Airport Central but also in its work for the Service Departments and for countries overseas. Among its current contracts, Taylor Woodrow (in association with D. B. Waite Ltd. of Auckland) is engaged upon the reconstruction of Nandi International Airport, Fiji, for the New Zealand Government. This includes the construction of runways, aprons and taxiways; the building of administrative offices and the new control tower and the installation of water supply and sewage systems. Taylor Woodrow's world-wide reputation for meeting the standards all clients require—in quality, economy and speed, is firmly based on the spirit of teamwork that inspires the entire organisation.

TAYLOR WOODROW
BUILD EVERYWHERE

BUILDING AND CIVIL ENGINEERING CONTRACTORS
10 PARK STREET - LONDON W.1. - GROSVENOR 8871

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House, 195–198, Strand, London, W.C.2.*

BATH, Somerset. LANSDOWN GROVE HOTEL
standing in own beautiful grounds, distinctly individual, with an appeal to all irrespective of age. Every comfort and excellent cuisine. Delightful Cocktail Bar and Grill Room. Week-end dancing. Garage. Tel.: 5891/2/3.

BOURNEMOUTH, WEST. BOURNE HALL HOTEL
Popularly priced. In key position for sea, shops and shows. Hard tennis court. Lock-up garages. Lift. Private bath. Generous and varied menus. Tel.: Westbourne 63333.

BOURNEMOUTH. CARLTON HOTEL
Patronised by Royalty. Situated on the East Cliff and facing full south, enjoying maximum sunshine and sea views. 150 bedrooms and suites. Lifts. Central heating. Excellent garage facilities. A.A.***** Tel.: Bournemouth 22011.

NR. BOURNEMOUTH, SANDBANKS. HARBOUR HEIGHTS HOTEL
Outstanding in food, wine, service and position. Overlooking Poole Harbour. Close sands, sea, sailing. Golf (Parkstone). Fully licensed. Tel.: Canford Cliffs 77272.

CHESTER. THE BLOSSOMS
The atmosphere of the past, the amenities of the present and food and wine to be remembered are characteristics of this famous hotel; a landmark for three centuries in this lovely old city. Advance reservations are advisable. Tel.: 23186.

CIRENCESTER, Gloucestershire. KING'S HEAD
Where Roundheads and Royalists once clashed, modern travellers enjoy a bedroom with private bath, and excellent food in a gay restaurant. Tel.: 677.

FOLKESTONE, KENT. PRINCES HOTEL
70 rooms. A.A.***. Central and sheltered, is always in season. Lift. Fully licensed. Attractive B.B. or *en pension* terms. Tel.: 2850.

NR. HERSTMONCEUX, Sussex. WHITE FRIARS
An hotel of quiet distinction for restful week-ends or late holidays (convenient for sea, golf, riding). Buttery open to non-residents. Tel.: 3299.

HYTHE, Kent. HOTEL IMPERIAL
eminently suitable for warmth and comfort during the winter months. Central heating throughout. Suites and 60 bedrooms, all with private bathrooms. Excellent cuisine and service. Billiards. TV. Lift. On sea front. Own golf course (Mr. T. W. Spence.) Tel.: 67441.

KESWICK, ENGLISH LAKES. LODORE SWISS HOTEL
60 rooms. Private bathrooms. Central heating. Continental Cocktail Bar—SWISS CUISINE. Children's Nursery—Resident Nurse. Tennis. Bathing. Personal supervision Mrs. M. M. England (SWISS). Tel.: Borrowdale 227.

CHESTER or MERSEYSIDE. Visiting either on business or pleasure, please note
CRAXTON WOOD HOTEL and CLUB
(on Chester/Hoylake road) for luxurious comfort and country-house contentment. Tel.: Hooton 3111.

LLANDUDNO, N. Wales. ST. GEORGES HOTEL
For a memorable holiday. First on sea front for cuisine and entertainment. Free Golf. Ballroom. Cocktail Lounge. Ideal motoring centre. Tel.: 77544.

LONDON, N.W.4. HENDON HALL
First-class, 20 mins. West End. Excellent cuisine; fully licensed. Phone all rooms; suites. Central heating throughout. Putting. Adjoins Golf Club. Sunnyhill 3341.

LONDON, S.W.7. QUEENSBERRY COURT HOTEL
Queensberry Place, South Kensington. Close Underground and Air Terminal. 41 bedrooms (radio equipped). Some private baths. TV. Licensed. Friendly environment. Tel.: KEN 3693.

LYTHAM, Lancashire. CLIFTON ARMS
Visiting Lancashire—and would appreciate a private bathroom, excellent cuisine and service plus a quiet, healthy sea aspect? Then this is the hotel to make for. Tel.: Lytham 6245.

NR. MELKSHAM, Wilts. SANDRIDGE PARK HOTEL
Well placed overlooking Avon valley for a night's stop or long stay. Country-house spaciousness, warm and sunny. Quietly situated. Exceptional cuisine. Fully licensed. 3-star, A.A. and R.A.C. Tel.: Melksham 3388.

SIDMOUTH, Devon. THE BELMONT
First class, fine seafront position. Noted for catering, refined comfort and unostentatious service. Suites. Many bathrooms communicating. Lift. No dancing or music. Fully licensed. Tel.: 1555.

SIDMOUTH. VICTORIA HOTEL
Open all year and with full key staff offers exceptional value—from 9 gns. a week inclusive—for those seeking congenial winter quarters. Menus of ample choice. Plenty of warmth and service. Lift. Billiards and bridge. COME and be spoilt! Tel.: 951.

WEYBRIDGE, SURREY. OATLANDS PARK HOTEL
Stay in warmth and comfort in one of Britain's best-run Country Hotels, only 30 mins. from London's West End. Sporting Golf Course, Tennis, Squash, Bowls, Billiards, Dancing—all free to residents. 60 acres grounds. 150 rooms (many with private bath). Self-contained suites. Moderate incl. terms. Brochure. Weybridge 4242.

WEYMOUTH, Dorset. GLOUCESTER HOTEL
famous since George III's reign for comfort, cuisine and "cellar." Sunnily positioned overlooking Weymouth Bay and always in season. A.A. 3-star. Tel.: 404.

THE LAST LEAVES ARE FALLING and, though for a while the countryside may wear an unkempt appearance, Nature has her own way of tidying up, and so on the crisp, bright winter days we can sally forth to enjoy the highways and byways, free and unfettered from traffic.

Journeying once winter sets in has no longer the hazards of bygone days. Roads are well metalled, the modern car has its own heating system and, in these days of scientific interior heating, there is no excuse for the hotel proprietor who cannot provide the welcome of warmth.

In answering postal enquiries from readers planning itineraries at this period of the year, warmth on arrival is my uppermost thought.

A reader, whose marriage is to be at Ipswich, plans to travel with his bride by car to Cornwall and seeks my advice on where they should stop for the first night, allowing for not more than a three-hour journey. I have given him three choices, and on the score of warmth, good food and comfortable quarters they are not likely to quarrel on their first night. The hotels are Weston Manor, Weston-on-the-Green, between Bicester and Oxford (the four-poster bed may be a special lure), The Compleat Angler, Marlow, where so many of the bedrooms could qualify as honeymoon rooms, and Ye Olde Bell at Hurley, where some of the rooms are surprisingly modernly equipped for such a venerable inn.

Another correspondent, this time from Worthing, seeks a seaside hotel "not the lacquer or stodgy type," but one that is "efficient, dignified and cheerful and popular enough to be pretty full at this time of the year." As she specifically mentioned Bournemouth, I have stressed its suitability at this time of the year, because there is always plenty to occupy one's time. As she and her husband do not aspire to 5-star grade prices, Hotel Courtlands, Boscombe, Linden Hall Hotel, and Harbour Heights Hotel out at Sandbanks were my suggestions.

Another honeymoon enquiry concerns Southern Ireland in November. The prospective bridegroom, who has this year's edition of *Let 's Halt Awhile*, asks what additional recommendations I have to offer since it was published. They are as follows: Connemara, Renvyle House Hotel; Co. Down, Imperial Hotel, Donaghadee; Co. Limerick, Dunraven Arms, Adare; Co. Wicklow, Lodge Hotel, Glendalough; Co. Wicklow, Glen View Hotel, Delgany; Co. Kerry, Benner's Hotel, Tralee, and, in Dublin, a medium-priced hotel, Buswell's in Molesworth Street.

By the same post came an enquiry concerning winter sports in Scotland and as the Cairngorms is the best centre, I have advised her to write the Carrbridge Hotel, Carrbridge, Inverness-shire, where they have everything laid on from the hire of skis to qualified instructors.

In early December, another correspondent is making tracks for the Norfolk coast between Great Yarmouth and Hunstanton. The choice is limited, as so many hotels in this sector close between October and Easter. My enquirer preferred a small resort to a town, so I suggested Roseacre Country House Hotel at West Runton, which, though only a few minutes' walk from the sea, lies in a winter suntrap immune from cold winds. A good place for anyone to note who may need a suitable spot for convalescence.

Though I have not had a recent enquiry on the subject, I am bound to receive a spate before long from Londoners seeking an out-of-season break by the sea and yet wishful of steering clear of the bigger resorts. A few weeks back I wrote of the advantages of some Thanet hotels. Now I would focus the limelight on the Imperial Hotel at Hythe, which makes an admirable base, especially during the winter months.

One of the key points of this hotel is its warmth and brightness on an overcast winter's day. If the weather is inclement one never feels cooped-up within. A billiards room (full-size table), games room and large sundeck sun lounge provide for leisure moments, while without a nine-hole golf course adjoins the hotel.

Christmas enquiries naturally form a good proportion of my post at this time of the year and, while I have little hope of being able to satisfy those enquirers who seek some form of organised amusement, there are other places where the spirit of Christmas will be much in evidence, but where guests are left to their own devices. One particularly suitable spot I have in mind is Ancton House, Middleton-on-Sea, near Bognor Regis. An old farmhouse, now run as a Guest House by Mrs. Ashwin, it has been converted and furnished in a most attractive way. Several of the bedrooms have their private bathrooms, the dining-room (separate tables, of course) was once the farm-house kitchen and the visitors' lounge is delightfully cosy. Twelve is about the maximum that can be taken for Christmas, when I know the festive board will groan with good things.

The New Forest is always a popular area for Christmas with country sports much in evidence and the sea close by. A suggestion here is Passford House Hotel, near Lymington, where Mr. and Mrs. Raymond Carter offer a quiet Christmas with very special fare. A pleasant country home this, standing in five acres of well-cared-for gardens and with a riding stable attached. With three lounges and plenty of bedroom space, Passford House is a thought for a winter stay as well as a quiet Christmas.

Moving north to Wiltshire and to another country house where hunting is well to the fore at this time of the year, there is The Manor House Hotel at Castle Combe. Here again there is no organised programme (except for a Boxing Night dance), but Mrs. Roger Allen can be relied upon to provide a friendly atmosphere and the kind of food which befits this old Cotswold manor.

Finally, for those who like a small, not over-strenuous programme at Christmas-time, I suggest the Belmont Hotel at Sidmouth. Here there is a cocktail party, carols, a film show on Boxing Night and a bridge tournament—just the right mixture for many of my enquirers.

Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 195–198, Strand, London, W.C.2, and Printed in England by MARTLET PRESS LTD., 88–90, Old Kent Road, London, S.E.1.
SATURDAY, NOVEMBER 7, 1959. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.

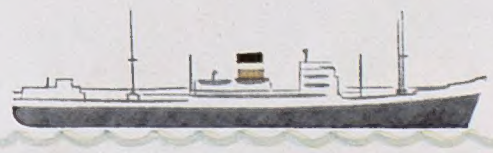
Since Britain Pioneered trading between the Continents, Ellerman Merchant fleets have shown their flag in a thousand sea ports. They sail out from Britain carrying cars and power equipment and manufactured goods of all kinds. They return with newsprint from Canada: with canned fish from Newfoundland: raw materials from the U.S.A. and a thousand and one other things from all parts of the world. An Ellerman ship cargo list has the makings of an International trade directory ! Ellerman service is world-wide, competent and competitive: when you need help in the carrying of merchandise on world trade routes, bear in mind that Ellerman Lines' 99 ships and their facilities and incomparable experience are at your disposal.

ELLERMAN LINES

Serve the trade routes of the world

ELLERMAN LINES SERVE THE WORLD'S TRAVELLERS

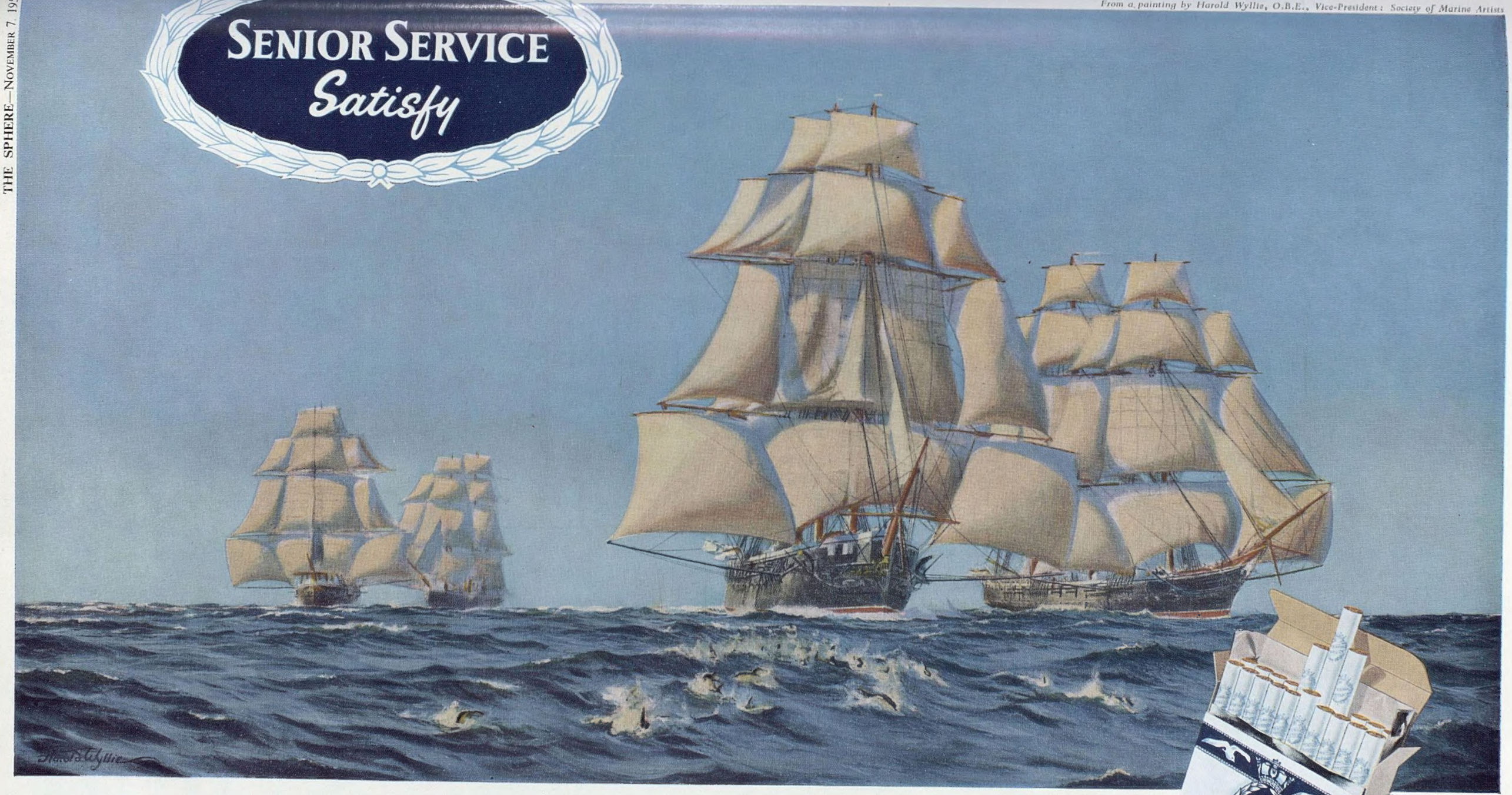
Two classes of Ellerman ships carry passengers with comfort and much luxury. The Ellerman Twelves with 12 passengers and the "City" class with 100. These ships serve South and East Africa on regular services, and in addition, the Twelves frequently sail on the Indian, Far Eastern and Australasian routes. For passenger enquiries please communicate with Ellerman Lines Passenger Office, 29/34, Cockspur Street, London, S.W.1. Tel.: Whitehall 5372: For freight enquiries please refer to Ellerman Lines Head Office, 12/20, Camomile Street, London, E.C.3. Tel.: Avenue 4311.



Original of the map, dated 1614, is in the Library of Congress, U.S.A. This reproduction is made from a copy dated 1616 in the Map Room of the British Museum.

SENIOR SERVICE
Satisfy

From a painting by Harold Wyllie, O.B.E., Vice-President: Society of Marine Artists



FAMOUS NAMES IN THE ROYAL NAVY
H.M.S. RALEIGH

Sir Walter Raleigh was himself an accomplished navigator and on one of his cruises formally took possession of Virginia, an incidental result of this being the introduction of tobacco into England. His name has been preserved in the Navy down to the present day. Illustrated here on a famous occasion in 1899 is the ship-rigged steam frigate H.M.S. RALEIGH leading the last squadron of the Royal Navy ever to put to sea under sail, consisting of Volage, Champion and Cleopatra. They are shown "chasing to leeward with stunsails set alow and aloft".

WELL MADE
WELL PACKED